

# THE ILLUSTRATED LONDON NEWS

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With Summer Section: "In Summer Mood" ONE SHILLING.

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## THE TROOPING OF THE COLOUR ON THE KING'S BIRTHDAY: HIS MAJESTY TAKING THE SALUTE OF THE LIFE GUARDS.

The Trooping of the Colour on the Horse Guards' Parade on June 3 was especially interesting in that it took place on the King's actual birthday, and that his Majesty himself took the salute. There was an interesting departure from custom in the fact that, instead of riding away from the head of the procession and among a group of officers, the King rode immediately behind the cavalry escort, at the head of the Princes of the Blood Royal and other distinguished personages. He wore

his uniform as Colonel-in-Chief of the Scots Guards, the regiment whose colour was trooped. Amongst those about him were the Duke of Connaught, the Crown Prince of Sweden, Prince Arthur of Connaught, the Earl of Granard, Foreign Military Attachés, and Field-Marshal Lord Roberts, Lord Methuen, and Sir John French. In the room over the Horse Guards' Archway were the Queen, Princess Mary, the Princess Royal (Duchess of Fife), Queen Alexandra, the Empress Marie of Russia, and others.

PHOTOGRAPH BY TYPICAL.



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## THE PLAYHOUSES.

"OH, I SAY!" AT THE CRITERION.

**PALAIS ROYAL** farce is no new thing at the Criterion Theatre, for did not Charles Wyndham help to make his name in such work long years ago? Nor has it ever ceased to be popular, when a little deodorised and diluted, with the ordinary English playgoer. So that there was a welcome assured for "Oh, I Say!", Messrs. Blow and Hoare's adaptation of "Une Nuit de Noces," though it is fuller-bodied than the average of its kind. The material, of course, out of which it is made is as old as the comedy of intrigue itself: the tissue of ridiculous lies, the business of dashing through doors and charging into strange rooms, the dialogue of double meaning, the quandary of the newly married man confronted with an old flame—when were these not time-honoured constituents of this genre? They reappear with the very slightest of variations in the newest Criterion piece, which requires us to suppose that a bridegroom would start his honeymoon with his bride in the flat of a notorious actress with whom he has been on terms of love, and that the actress would return home on the couple's wedding night. Nothing more needs to be said, save that any amount of ingenuity is lavished over the imbroglio with vastly amusing effects, that Mr. James Welch cuts the most grotesque of figures as the much-pursued bridegroom, and that Mlle. Marguerite Scialtie, already quite correct in her English, is very arch and dainty in the rôle of the too-affectionate actress.

"YOURS," AT THE VAUDEVILLE.

When a play allows of a realistic stage-picture being given of an animal-show, with dogs, monkeys, cats, rabbits, and parrots in their cages—when it shows a heroine, played by that winsome actress Miss Hilda Trevelyan, sobbing her heart out because not a thing in the shop loves her save the little kitten that peeps over her shoulder—why, its fortunes may be considered to be made already; and "Yours," the comedy of Messrs. Coleby which has these recommendations, is sure to be a "big draw" at the Vaudeville. But it has other agreeable features besides. One is its sketch of a cocksure young politician of the self-advertising sort, and another is the ingeniously arranged set of difficulties in which he is landed by his appetite for fame. Having tipped two railway-porters to say that he saved Jim Wilson, a would-be suicide, from death, he finds the "waster" he is supposed to have rescued on his hands; while another complication he achieves for himself is a partnership in Jenny Gibson's animal-shop. How Jim, placed in this shop as a good riddance, falls in love with Jenny, though he quarrels with her over business; how the M.P. escapes the Nemesis he fully merited and checkmates an old scoundrel of a foreman who has counted on doing a pretty stroke of blackmail, would take too long to describe in detail, but proves very entertaining in stage-action; and though the play has loose ends and unfulfilled promises, it has also its charm and its neat surprises. Miss Hilda Trevelyan's is a delightfully touching and quaint performance; Miss Lottie Venne, with a part that has little concern with the scheme of the story, points the many droll speeches she is called upon to make with the happiest precision; Mr. Gwenn does wonders with the smallest of opportunities as the humbug Guppy; Mr. Ronald Squire's M.P. is individualised with a real care for character; and Mr. C. M. Hallard, if a trifle boisterous in his exuberance in the later acts, at least tries his hardest to make Jim Wilson an intelligible person.

THE IRISH PLAYERS AT THE COURT.

The Irish players are with us again, and began their welcome season at the Court with a wise and popular selection in the shape of Synge's delightful, fantastic comedy, "The Playboy of the Western World." So much has been already written in these columns in praise of its quaint humour, its studies (or caricatures, if you will), of Connaught peasant life and types, and the splendidly lyrical quality of its dialogue, that these may surely be taken for granted in mention of the current revival. It is enough to say that they have lost none of their appeal, that the company, slightly changed here and there, but still including Mr. O'Donovan and other favourites, keep up the old level in matters of ensemble and diction, and that an excellent substitute has been found for Miss Maire O'Neill in the person of Miss Ethne Magee, whose Peguen is as boldly sketched and as humorously conceived as ever was her predecessor's. A new one-act play of Mr. St. John Erskine's, "The Magnanimous Lover," preceded Synge's work, and proved to be an admirably straightforward and compact little drama, dealing with the offer of an Irish rake, turned canting pietist and pillar of virtue, to make an honest woman of his former sweetheart, whom he had left with the burden of a child. She rejects his proposal with scorn, very much in the manner of the heroine of "Hindle Wakes." Indeed, here is the theme of that play fully treated within the scope of a single act, and there is no plagiarism here, since Mr. Erskine's piece was written six years ago. Acting worthy of her great reputation comes from Miss Sara Allgood, as heroine; and Mr. J. A. Rorke, Mr. Sidney Morgan, Miss Helena Molony, and Mr. J. M. Kerrigan give her the best of support.

## SPECIAL NOTICE.

The Editor of "The Illustrated London News" wishes to inform would-be contributors that no outside firm whatever can guarantee the printing of drawings, photographs, articles, or stories in the editorial section of his paper, the choice of what shall appear being entirely a matter for his personal decision. No firm is authorised to act for "The Illustrated London News" as acceptor for publication of any editorial material, unless that firm is acting directly as agent for that paper. The Editor begs to inform his readers that he is always pleased to consider contributions of any kind which may be submitted to him direct.

## "IN SUMMER MOOD."

**SUMMER** is with us once again, and *The Illustrated London News* this week celebrates the fact in the traditional manner by producing a special Summer Number, with a large variety of appropriate illustrations, in colour and otherwise. The colour-plates are reproduced from the work of such well-known artists as Mr. Edmund Dulac, Mr. Claude A. Shepperson, Mr. E. T. Compton, and Mr. Kay Nielsen. There are also some beautiful examples of work by two famous French artists—tinted etchings by Paul Helleu, and dry-points by Adrien Etienne. In view of the Wagner Centenary, particular interest attaches to the drawings by Mr. G. C. Wilmshurst, illustrating some of the famous scenes and characters of the "Ring" operas. Other notable features of the Number are the pictures from the Paris Salon, comprising works by Louise Abbema, Paul Gervais, E. Maxence, and P. D. Etchevery. Two pictures by E. Vasari recall, very charmingly, the summer pleasures of life in ancient Rome, which afford an interesting contrast to the "Agréments de L'Été" of the engraving after Watteau on another page.

## PARLIAMENT.

**THE** Unionists gave an enthusiastic reception on Monday to Mr. C. G. C. Hamilton, the new Member for the Altrincham Division, whose introduction to the House of Commons was chivalrously witnessed from the Gallery by his defeated opponent, Mr. Kay-Shuttleworth. His great majority, following upon the capture of the seat for Newmarket, had inspired the Opposition with fresh spirit and confidence, although the Prime Minister, on being asked if he still thought he had the support of the country for the Home Rule Bill, declared that so far as he knew no attention was paid to it at the recent bye-elections. One Member of the Government has increased his authority—namely, Sir Edward Grey. In the debate on the Foreign Office vote, he was complimented by both sides on his services to the Concert of Europe. The House cordially approved of British recognition of the annexation of the Congo Colony by the Government of Belgium, our consular reports having shown a complete change in the conditions there; and much satisfaction was expressed at the prospect of an agreement with Turkey and Germany concerning the Bagdad Railway. There was a dull debate on the Scottish Home Rule Bill, promoted by private Members. Mr. Balfour, in a powerful speech, subjected the measure and the policy underlying it to destructive criticism. It was supported in principle by Mr. McKinnon Wood on behalf of the Government; but although fully sixty Irish Nationalists voted for it, the majority for the second reading was only 45. The difficulty of always having an adequate majority, even for Ministerial measures, has not lessened. There was an instance of this on Monday, when the Finance Bill was before the House. Mr. Snowden having moved an amendment condemning the present system of taxing the food of the people, and the Unionists having arrived in strong force, it was feared that they might unite with the Labour Party in a hostile vote and endanger the existence of the Government. Accordingly a retreat was effected by means of a motion for the adjournment brought forward by a Radical; and even for this the majority fell to 58, although it had the support of all sections of the Coalition. The movement, by which the Government had to sacrifice a considerable amount of time, excited the merriment of the Opposition. Progress with business continues to be slow, and the congestion alarms those who hope to avoid spending any portion of autumn at Westminster.

## AT THE BOOKSELLERS.

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**HODDER AND STOUGHTON.** The Dying. David. Benliah Marie Dig. 6s.

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**NETHERS.** Vagabond Days in Brittany. Leslie Richardson. 5s. net.

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**MARTIN FERRE.** Thompson (a Comedy in Three Acts). St. John Hankin and George Calderon. 2s. net.

**CHAPMAN AND HALL.** The Open Window. E. Temple Thurston.

**The Mulberry Tree.** Winifred James. 7s. 6d. net.

**The Dancing Girl.** Brenda Girvin and Monica Cosmo. 6s.

**The Drummer of the Dawn.** Raymond Paton. 6s.

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# WHOM THE KING DELIGHTETH TO HONOUR: IN THE BIRTHDAY LIST.

PHOTOGRAPHS BY RUSSELL, ELLIOTT AND FRY, LAFA'ETTE, BASSANO, SARONY, HERESFORD, TEAR, AND LAMBERT WESTON; PAINTING OF SIR J. FORBES-ROBERTSON BY GEORGE HARCOURT.



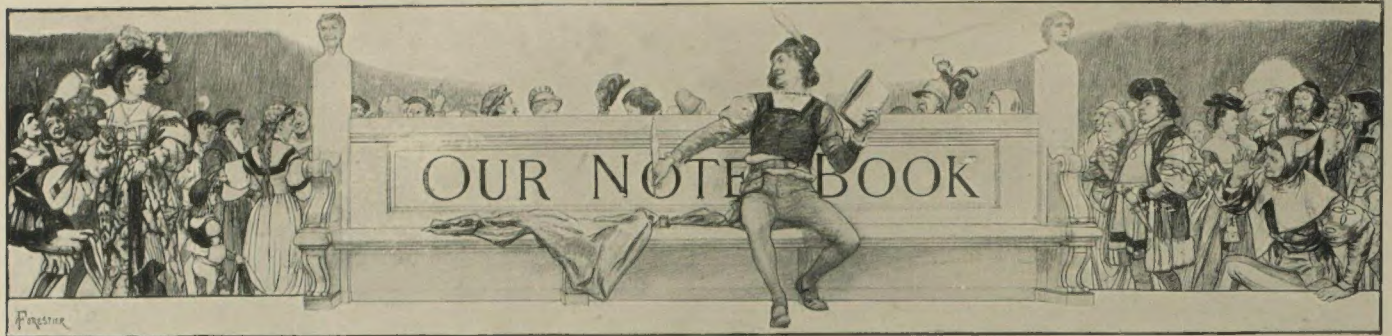
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18. MR. JOHNSTON FORBES-ROBERTSON (NEW KNIGHT). THE FAMOUS ACTOR, WHO HAS JUST MADE HIS FINAL APPEARANCE IN LONDON.
19. MR. WILLIAM VESTRY (NEW BARONET). HEAD OF BLUE STAR LINE; MANAGING DIRECTOR, UNION COLD STORAGE COMPANY; PHILANTHROPIST.

The Birthday List contained no new Peerages, but there were three additions to the Privy Council, seven new Baronetcies, and twenty-six new Knighthoods.





By G. K. CHESTERTON.

WRITING in the first of the illustrated papers founded in this country, I do not select, perhaps, a very suitable place for protesting against magazine illustrations. But that is just the difference. This paper was founded in the days when England was still ruled by magnificent amateurs. The lady sketched from nature in her garden. The officer sketched from nature even on the battlefield. Thus the earliest numbers of *The Illustrated London News* contained the very best kind of drawings; things drawn on the spot by people who did not even profess to know how to draw. In this atmosphere was produced both the English water-colour, which culminated in Turner, and also the English pen-and-ink scribble, which culminated in Keene. An honest man cannot mislead in water-colour. His soul is purified by passing through all the colours of a child's paint-box. A man cannot, very easily, even mislead in black-and-white; except in the matter of printed articles. The real thing for misleading is photography: and it may be noted that photography is the instrument almost invariably employed in the cases of which I shall complain.

The case I complain of is that of the article about popular science (as they call it); and in these cases the illustrations always sin much more seriously than the text. Some time ago I saw a scientific article—on hereditary type, etc.—in a popular magazine, in which the bust of the infant Nero was photographed beside the bust of Nero when he was Emperor. The inscriptions underneath pointed out to the reader that they were exactly alike. They were not in the least alike. The Emperor's mouth was shut, like a trap. The infant's mouth was open, like an infant's. Big Nero was obviously an abominable person, and knew it. Little Nero was a most charming child, and didn't know it. The explanation, of course, is perfectly simple to anyone with the rudiments of either historical imagination or historical knowledge. If ever there was a man who made his own face, it was Nero. He found it as a mask of wax; and he left it as a mask of marble. His nostrils were curled because he curled them. He curled his nostrils as carefully as he curled his hair. His nose was moulded by a permanent effort to turn up his nose at everybody. His lower lip protruded because he shot it out in scorn, and gave people some of his "lip," as the gutter-boys say. And all this the scientists found in a baby!

I have in my hand a magazine (and a very good magazine, too) in which there is an illustrated article about how to test good business men by their heads, hands, ears, noses, and all the rest of it. Well, I know nothing about business; and the more I see of what business is becoming, the less I want to know about it. But I do know something about common reason; and I am in a position to assert that such illustrated articles are, in the most fundamental sense of the word, misleading. They mislead because they involve an offensive disregard of science and all other forms of human thinking, and a pure reliance on bluff and the popular ignorance of technical terms. The ordinary reader is taken in by ten out of twelve of such photographs or paragraphs: simply because the authors always use long, scientific words, and are always adorned by photographs instead of pictures. The ordinary reader still has the dim tradition that a photograph cannot lie. In the spiritual and theological sense, of course, this is quite true. A photograph cannot lie; just as a photograph cannot get drunk, or fight a duel, or clope with

a lady typewriter. A photograph cannot lie: but a photographer can mislead. And he often does.

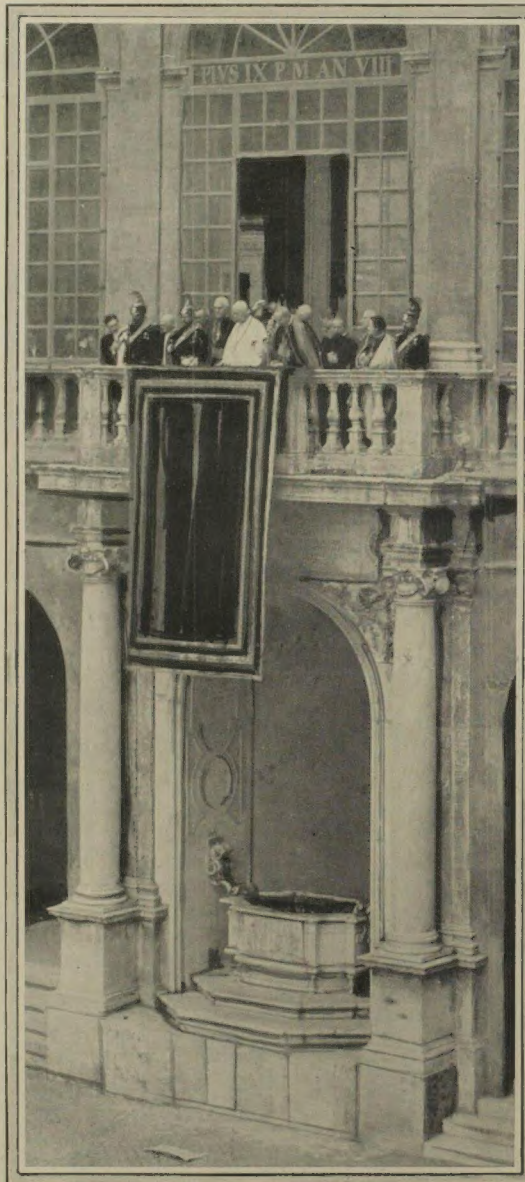
But the ordinary reader, however much deceived in ten out of twelve cases, can generally, if he watches closely, find the eleventh case—which proves to him

hands, with a gift for handling tools or instruments." They look to me pretty much like most other hands; but I quite admit there might be hands of such a description. And, anyhow, I have no "gift for handling tools or instruments": so it is likely enough I am a bad judge. In the same respectful and rational spirit, I am quite prepared to admit that there may be a violinist's hand, or a prize-fighter's hand, or a chemical-analyst's hand, or a dyer's hand, subdued to what it works in, or even a policeman's hand, which seems to get larger and larger every time he lifts it up to stop the traffic. But among these photographs there was one called "hands of a politician." And when I saw that I knew I was the victim of a misleading illusion.

The actual inscription ran: "Hands of a politician; hands that go with an active, practical temperament." This is all nonsense, of course, to begin with. Why need a politician have a more active and practical temperament than you or I? Does he, in fact, need to have half so active and practical a temperament as a doctor, or a sailor, or a tout, or a brigand, or an ordinary business man? As a matter of fact, I should say that few professions in this world were more leisurely than that of a politician. If you ask a politician the plainest question in the world, he need only answer that it is "not in the public interest" to answer it. What would you say if you asked a policeman the way to Finchley Road Station, and he told you it was not in the public interest that you should know? You would answer, with that luminous exactitude of mind for which you are so famous: "But I am the Public Interest; and you are only a policeman." Exactly in the same way a plain citizen asking a plain question of the steward he has put in to manage his national estate has an absolute right to answer: "But I am the Public Interest, and, what is more, I'm awfully interested; and you are only a politician." But the politician has powers of putting off the evil day, by means of promises, inquiries, commissions, and statements in preparation, which would simply wreck any shop or office in a week.

But, of course, the awful absurdity revealed by such pseudo-scientific photographs is much larger. How could a politician have some particular kind of hands? You might as well say that a B.A. has some particular colour of hair. Of course, it is quite obvious that politicians, like criminals, clergymen, journalists, saints, and performers on the Variety Stage are—in short, various. The hearts of politicians vary from the heart of Fox down to the heart of Castlereagh. The heads of politicians vary from the head of Burke down to the heads of the politicians who have just arranged to have Burke's great statue destroyed. Does anyone, even a photographer, ask us to believe that their hands are the same? Is this stuff, far more evidently misleading than palmistry, offered us as physical science in a very excellent and serious magazine?

There is only one thing I can see in the politician's hands that might perhaps be symbolic. The thumbs are curiously curved, like talons, as if the politician were clutching at something. What can he be clutching at? Let us not inquire. Let us be satisfied with the coincidence that hands somewhat similar can be seen in a very fine fifteenth-century portrait of Henry VII.—the only English King who was a miser.



AT ONE OF HIS FIRST GREAT RECEPTIONS SINCE HIS ILLNESS, POPE PIUS X. ON A BALCONY IN THE COURT OF ST. DAMASO IN THE VATICAN.

The Pope, who has been gradually regaining strength since his recent critical illness, resumed his ordinary audiences on Sunday May 25, when he received about 200 people in the Consistorial Hall, and a large pilgrimage from Vienna. Up to then he had not ventured into the Vatican Gardens, but was able sometimes to celebrate Mass in his private oratory. He is much thinner than he was. Our photograph was taken during the singing of a hymn at a reception of 2500 people in the Cortile di San Damaso, which adjoins the Papal residence.

how he is being misled. Here is a case in the article of which I have spoken. One pair of hands is photographed and labelled, "Skilful, sensitive



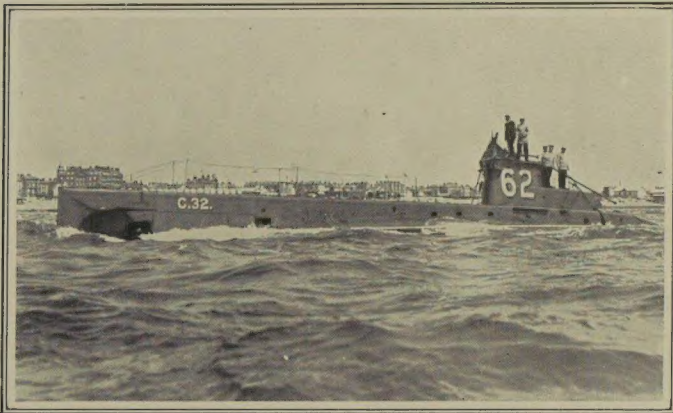
## The Camera as Recorder: News by Photography.



Photos, F. Howard.

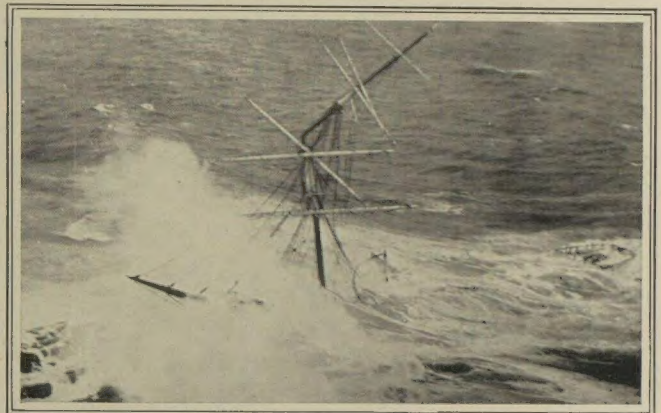
NEWLY FOUND RELICS OF TRICERATOPS OF THE THREE HORNS AND THE "ELIZABETHAN FRILL"; A SKULL AND MODEL OF THE PREHISTORIC BEAST IN PARIS.

To quote Knipe's "Evolution in the Past": "On the North American Continent reptile-life, in later Cretaceous times, was signalled by the appearance of some wonderful herbivorous dinosaurs. . . . The most notable of these heroic brutes had been named triceratops—"the three-horned." This quadrupedal creature had an enormous head, but very little . . . brains. The bone of the skull . . . was continued over the neck in a manner suggestive of an Elizabethan collar. . . . Two sharp, good-sized horns stuck out from his forehead, and a small horn surmounted the snout. He was, therefore, well equipped for frontal attacks; but as his capacious body was not protected with armour, he must have had to rely on his tail to deal with sudden flank assaults."



Photo, Cribb.

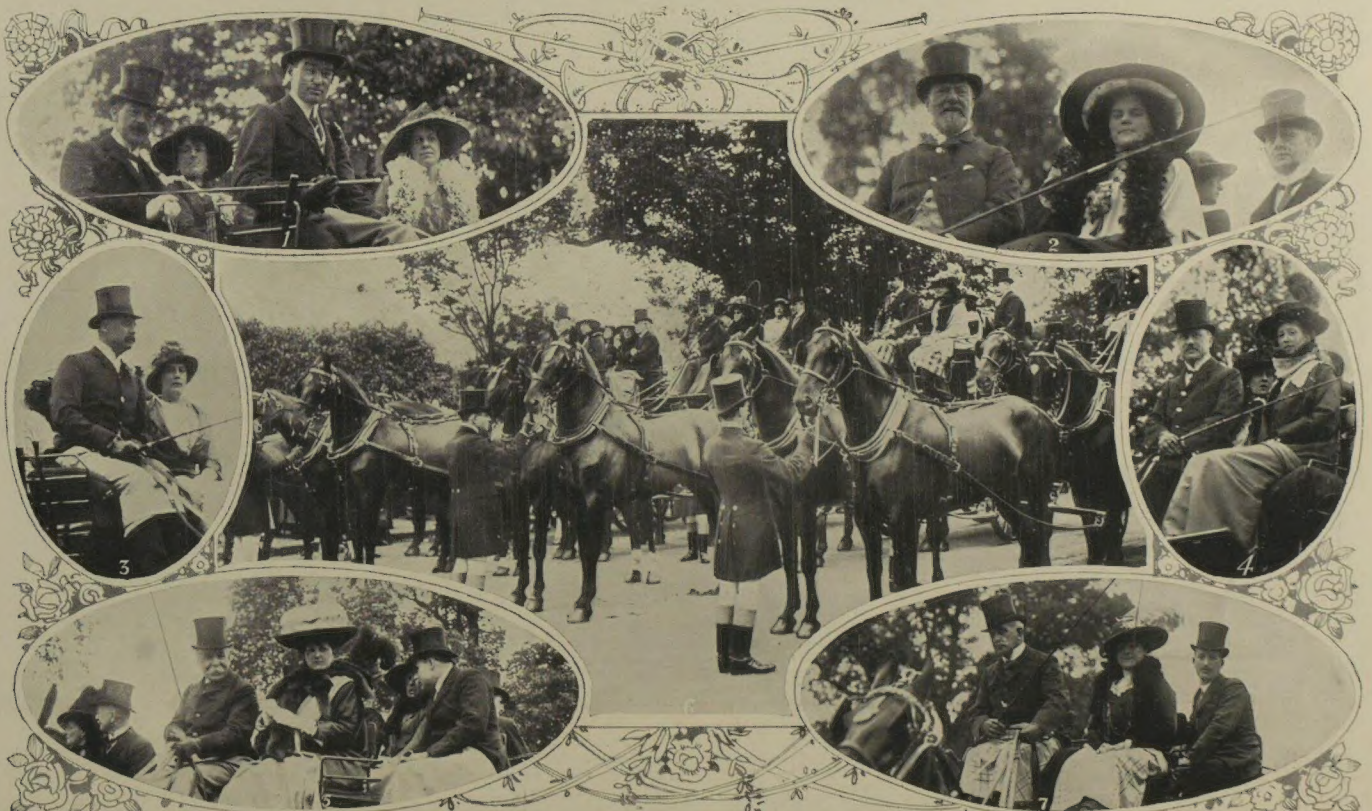
AFTER BEING IN COLLISION WITH THE "PRINCE OF WALES"; THE SUBMARINE "C. 32" WITH HER CONNING-TOWER DAMAGED, AND MUCH SUPERSTRUCTURE CARRIED AWAY. The "C. 32" was in collision recently with the battleship "Prince of Wales," while manoeuvring, as one of a submarine flotilla, off the Nab lightship, Isle of Wight. She returned to Portsmouth without assistance, being steered as though below the water.



Photo, Topical.

BREAKING UP NEAR THE LIZARD; THE WRECK OF THE ABERDEEN SAILING-SHIP "CROMDALE"—SHOWING A MAST FALLING UNDER THE STRESS OF WIND AND WAVE. The "Cromdale" broke up very quickly. It will be recalled that we published in our last Issue a very picturesque photograph of her as she appeared soon after she went ashore near the Lizard Lighthouse in a fog at night. The "Cromdale" was from Chill for Falmouth.

## Society in the Park: Snapshots at the Coaching Club Meet.



1. MR. AND MRS. A. G. VANDERBILT (ON THE BOX SEAT), AND MR. AND MRS. MITCHELL-HENRY.
2. SIR FREDERICK COOK, BT., AND THE COUNTESS OF CLANCARTY.

3. LORD DESBOROUGH AND LADY KINNOULL.
4. LORD AND LADY LECONFIELD.
5. MR. AND MRS. C. J. PHILLIPS.

6. THE COACHING CLUB MEET: READY TO MAKE THE ROUND OF THE PARK.
7. SEÑOR MARTINEZ DE HOZ.

The Coaching Club Meet in Hyde Park the other day resulted in the turning-out of twenty coaches. At one o'clock, Lord Desborough, the President, who has not got a team together for this season and so drove the coach of Sir Lindsay Lindsay-Hogg, the Vice-President, gave the signal to start; and the members made the round of the Park before proceeding to Hurlingham for lunch.

PHOTOGRAPHS BY L.N.A., RECORD PRESS, TOPICAL, AND ILLUS. BUREAU.



# THE GREAT SENSATION OF THE MOST SENSATIONAL DERBY: A WOMAN CAUSES THE FALL OF THE KING'S HORSE.

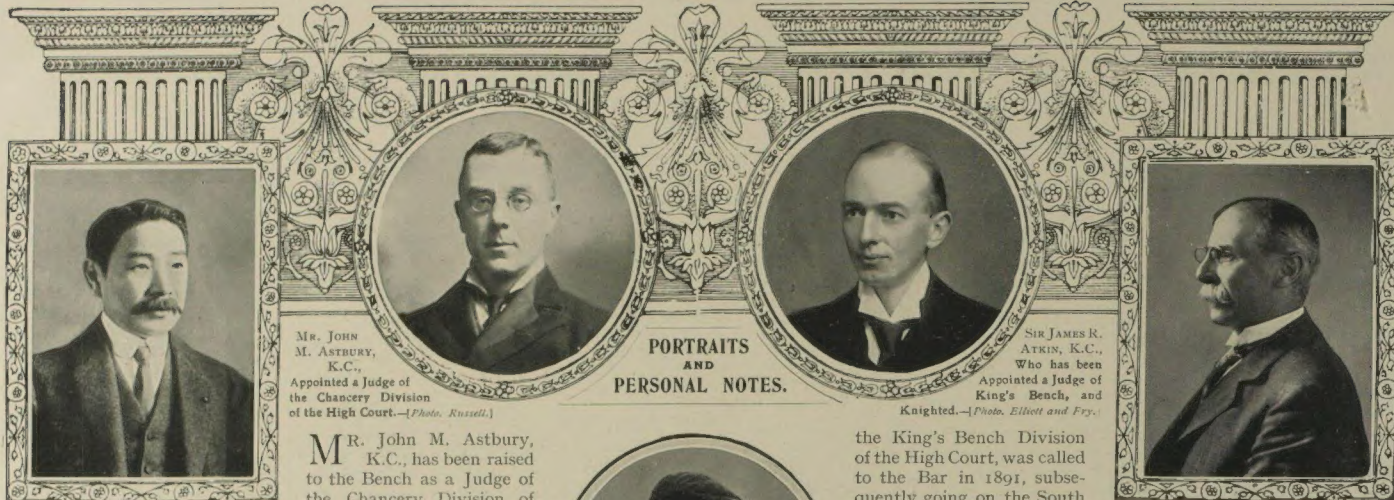
PHOTOGRAPH BY SPORT AND GENERAL.



THE MOMENT AFTER THE WOMAN HAD RUSHED ON TO THE COURSE AT TATTENHAM CORNER DURING THE RACE FOR THE DERBY AND HAD CAUSED ANMER, THE KING'S HORSE, TO FALL, AND THE JOCKEY AND HERSELF TO BE INJURED: A REMARKABLE SNAPSHOT OF ANMER DOWN WITH ITS JOCKEY ON THE GROUND ON ONE SIDE OF IT AND THE WOMAN ON THE OTHER.

The Derby of Wednesday, June 4, 1913, will be remembered for a long time for two sensations—for the disqualification of Craganour and, much more, for an unprecedented incident at Tattenham Corner. The race for the Derby was being run and the horses had reached Tattenham Corner when a woman rushed on to the course and caused Anmer, the King's horse, which was ridden by H. Jones, to fall. The jockey was hurt, and the woman, who was knocked down, was seriously injured. The jockey was carried off on an ambulance. The King and Queen witnessed the affair from the Royal Box. With regard to the lesser sensation, it may be recorded that Craganour passed the post first, but, as the result of an inquiry by the Stewards, was disqualified for bumping. Thus Aboyeur, a 100 to 1 chance, was the first; Louvois was second; and Great Sport was third.





Photo, International News Service.  
VISCOUNT SUTIMI CHINDRA,  
The Japanese Ambassador to the United States.

MR. JOHN M. ASTBURY,  
K.C.,  
Appointed a Judge of  
the Chancery Division  
of the High Court.—(Photo, Russell.)

MR. John M. Astbury, K.C., has been raised to the Bench as a Judge of the Chancery Division of the High Court. Mr. Astbury was born in 1860, and was educated at Trinity College, Oxford. He was

called to the Bar in 1884, and took silk eleven years later. In 1906 he was elected to Parliament, as a Liberal, for the Southport Division of Lancashire, and held the seat until 1910.

"Excelsior" is still the watchword of the airmen. The British altitude record, which previously stood at 10,500 feet, was beaten at Brooklands the other day by Mr. H. G. Hawker, who rose to 11,300 feet in a Sopwith biplane. Mr. Hawker also holds the British duration record of eight hours in the air.



Photo, Lafayette, Manchester.  
MR. C. G. C. HAMILTON, M.P.,  
Who Won the Bye-election at Altrincham  
with an increased Unionist majority.

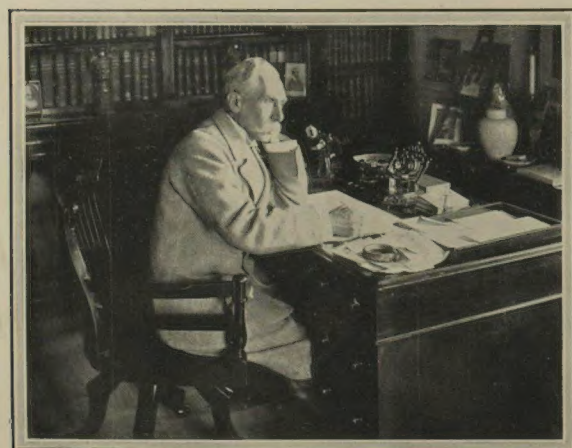
In the bye-election at Altrincham, Mr. C. G. C. Hamilton increased the Unionist majority by 1143 votes, his total majority over the Hon. L. Kay-Shuttleworth being 1262. The new Member is a son of Ven. George H. Hamilton, D.D., Archdeacon of Northumberland and Canon of Durham, who married Lady Louisa Hamilton, sister of the late Earl of Leitrim. Mr. Hamilton is an electrical engineer by profession.

Sir Henry Kimber, whose retirement from Parliament is announced, was elected for Wandsworth, as its first Member, in 1885, and has represented the constituency ever since, in the Conservative interest. He has fought eight elections there, in two of which he was unopposed. Sir Henry was formerly a solicitor.



Photo, Lafayette.  
SIR HENRY KIMBER, Bt., M.P.,  
Conservative Member for Wandsworth  
for twenty-eight years—now retiring.

Mr. Alfred Austin's literary reputation certainly suffered from his appointment as Poet Laureate. The successive tenure of the office for so many years by



Photo, Topical.  
POET LAUREATE SINCE 1896, AND AUTHOR OF "THE GARDEN THAT I LOVE"  
AND OTHER WELL-KNOWN BOOKS: THE LATE MR. ALFRED AUSTIN.



Photo, Illus. Bureau.  
MR. H. G. HAWKER,  
The Airman who beat the British Height  
Record with an ascent of 11,300 feet.

Wordsworth and Tennyson had accustomed the public mind to identify the Laureateship with England's foremost living poet. When Mr. Austin was chosen by Lord Salisbury (nearly four years after Tennyson's death)



Photo, Elliott and Fry.  
THE LATE SIR HENRY CURTIS BENNETT,  
The new Chief Magistrate of London, who died suddenly at the  
Mansion House.

from the poets who had put forward their own candidature—two others were Sir Edwin

Arnold and Sir Lewis Morris—it was impossible to forget the existence of Swinburne, William Watson, Robert Bridges, and Rudyard Kipling—not to mention other names. Mr. Austin was an able journalist, and was associated for many years with the *Standard*. His best poetical work is to be found in his lyrics, rather than his long narrative efforts; but as an author he will doubtless be most remembered by his prose books, such as "The Garden That I Love," "In Veronica's Garden," "Lamia's Winter Quarters," and "Haunts of Ancient Peace."

Sir James Richard Atkin, the new Judge of



SIR JAMES R. ATKIN, K.C.,  
Who has been  
Appointed a Judge of  
King's Bench, and  
Knighted.—(Photo, Elliott and Fry.)

the King's Bench Division of the High Court, was called to the Bar in 1891, subsequently going on the South Wales and Chester Circuit. He has had a large practice in the Commercial Court.

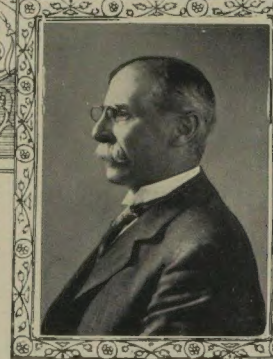
During the present relations between the United States and Japan, regarding Japanese land tenure in California, the duties of the respective Ambassadors involve heavy responsibility. Mr. G. W. Guthrie, the American Ambassador to Japan, was formerly Mayor of Pittsburg. The Japanese Ambassador to the United States is Viscount Sutimi Chindra.

Dr. Donaldson, who has been re-elected Vice-Chancellor of Cambridge, has held that office during the past year. He has been Master of Magdalene College since 1904.

Mr. Robert Ellett, who died suddenly at the offices of the Law Society a few days ago, was President of the Society in 1900. Mr. Ellett was head of a well-known firm of solicitors at Cirencester, and was greatly respected.

Sir Henry Curtis Bennett's death was particularly sad, following, as it did, so soon after his recent honours. Only about three weeks ago he was made Chief Metropolitan Magistrate, and shortly after was knighted. His death is greatly lamented in the legal profession. He had been a London magistrate since 1886.

Forty Southern Nigerian chiefs and other delegates have come to London, at the invitation of the Anti-Slavery and Aborigines Protection Society, to give evidence before the Committee on native land tenure in their country. Among them are Prince Bassey Duke, son of the last King of Calabar; Prince James Eyo Ita, Chief Richard Koko, and Chief Inko Goodhead.



Photo, International News Service.  
MR. GEORGE W. GUTHRIE,  
The recently appointed American Ambassador  
to Japan.



Photo, Swaine.  
THE REV. S. A. DONALDSON,  
Who has been re-elected Vice-Chancellor  
of Cambridge University.



Photo, Elliott and Fry.  
THE LATE MR. ROBERT ELLETT,  
A well-known Solicitor, and formerly  
President of the Law Society.



Photo, L.N.A.  
IN THE CAPITAL OF THE GREAT WHITE KING: NIGERIAN CHIEFS LEAVING  
A MEETING OF THE ANTI-SLAVERY AND ABORIGINES PROTECTION SOCIETY.



## DISCUSSING AN ENGLISH SITE FOR HIS FAMOUS "BOURGEOIS DE CALAIS."

PHOTOGRAPH BY H. WALTER BARNETT.



THE GREAT SCULPTOR WHOSE "EPIC OF THE SACRIFICE OF THE HUMBLE," "THE BURGHERS OF CALAIS,"  
IS TO BE SET UP IN LONDON: M. AUGUSTE RODIN.

Auguste Rodin, one of the greatest of living sculptors, arrived in England the other day to discuss with the Committee the question of a site for his famous group, "The Burgers of Calais," which is to be set up in London by the National Art-Collections Fund, between the India Office (facing St. James's Park) and the Education Office; in Victoria Tower Gardens, at the South End of the Houses of Parliament; or within the courtyard of the Commons. M. Rodin prefers the first-named. It is an original by Rodin, not a mere copy of his Calais statue. It has been described as "a reality of all time: the epic of the sacrifice of the humble. As for the style, it

recalls the Gothic sculptors by the rugged power of the moulding, the asceticism of the heads, and the strength of the knotty limbs." M. Rodin was born in Paris in 1840, and from 1864 until 1870 worked in the ateliers of Barye and Carrier-Belleuse. His best-known productions, perhaps, are "The Man with the Broken Nose," Victor Hugo, Balzac, "The Thinker," "The Hand of God," and "Les Bourgeois de Calais"; but it would need, of course, very much more than the space at our command to give a full list of the works that have made him most justly world-famous. M. Rodin, by the way, is the present President of the International Society of Sculptors, Painters, and Gravers.

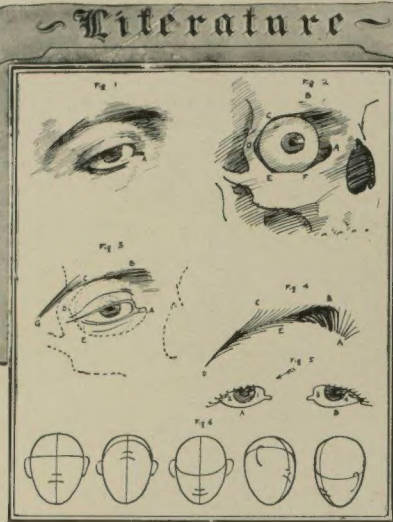




Drawing, Practical and Scientific.

Mr. Harold Speed has gone bravely to his work, in "The Practice and Science of Drawing" (Seeley, Service), to bring some sort of system into the business of the pencil. He is like the young partner with "modern methods" admitted to an old-established firm. He must adjust the dash of youth to the traditions of an honoured past. This he manages remarkably well. Though he tilts at Leonardo da Vinci, and has the best of the encounter, he is for the most part perfectly deferential towards his seniors. The book is full of interesting enthusiasms. To anybody who knows something of Mr. Speed's own draughtsmanship, the appreciations of Blake and El Greco, for instance, will prove surprising and refreshing. It may be doubted if St. Teresa's ecstatic fellow-countryman has ever before been set as an example in a text-book. We welcome his entry, and congratulate his discoverer. Mr. Speed writes: "Another rhythmic form that may be taken as the basis of composition is a flame-like flow of lines, curved lines meeting and parting again, or even crossing in one continual movement onwards. A striking instance of the use of this quality is the work of the remarkable Spanish painter El Greco. Whatever may be said by the academically minded as to the incorrectness of his drawing, there can be no two opinions as to the remarkable rhythmic vitality of his work. The upward flow of his light-masses thrills one in much the same way as watching a flaring fire."

Mr. Speed there takes note of a technical point which



WHAT AN ARTIST HAS TO NOTE IN THE HUMAN EYE: POINTS NOT ALWAYS OBSERVED IN DRAWING A HEAD. Fig. 1 is a normal eye; Fig. 2, the eye with skin and muscles removed; Fig. 3 shows the position of the corner of the eye; Fig. 4, the direction of eyebrow hairs; Fig. 5, shading with light coming from the left; Fig. 6, lines showing how different actions of the head affect the guide lines of the features.

From "The Practice and Science of Drawing."

is more than a matter of technique. The fiery aspect of those Spanish pictures carries one to the flaming heart of mysticism. Our author has stumbled upon Crashaw's "dower of lights and fires" without which the most intelligent

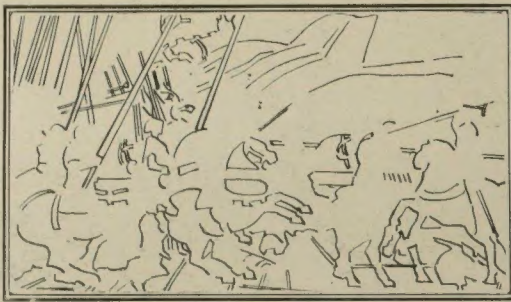


other men's: he has the courage of Speed as well as of Michael Angelo, and many of his own drawings are used to illustrate the path to perfection. He himself is the easier, and therefore perhaps the more useful, model.

The Berwick and Lothian Coasts. Scottish thoroughness and efficiency, and a style eminently sane and readable, without any flights of sentiment or "purple patches," are the prevailing characteristics of Mr. Ian C. Hannah's volume, "The Berwick and Lothian Coasts" (Fisher Unwin), in the County Coast Series. The ground which the author covers, and which he has known from childhood, is exceptionally rich in archaeological, historical, and literary associations. It is remarkable for the beauty of its coast scenery, its medieval castles, and its ancient cities—among them Edinburgh, Berwick, Dunbar, and Linlithgow. Mr. Hannah treats these subjects very fully,

nor does he neglect matters of interest to the naturalist, such as the solan geese of the Bass Rock, nor forget to lighten his narrative with touches of humour. Then, of course, he has a good deal to say about golf, and these passages naturally catch the eye so soon after the Amateur Championship. We learn of the game's origin in Holland, and of

the links at Leith where Charles I. played. It was a golfer who nicknamed Edinburgh "Auld Reekie." The illustrations are not as good as in other volumes of the series. Some of the author's photographs are indistinct. His wife contributes a pleasant water-colour of the Bass Rock, and many line drawings.



SHOWING THE CLASH OF LINES IN SYMPATHY WITH THE MARTIAL NATURE OF THE SUBJECT: A DIAGRAM OF THE ADJOINING PICTURE, THE BATTLE OF ST. EGIDIO.

From "The Practice and Science of Drawing," by Harold Speed—by Courtesy of the Publishers, Messrs. Seeley, Service, and Co.



ILLUSTRATING THE EFFECT OF JARRING LINES IN COMPOSITION, AS SHOWN IN THE ADJOINING DIAGRAM: THE BATTLE OF ST. EGIDIO, BY PAOLO UCCELLO, IN THE NATIONAL GALLERY.

and careful art-student will never grow to be an El Greco. Mr. Speed does not need to be told—indeed, he tells us as much—that even a successful analysis of the Old Masters does not much assist in the making of an artist. But Mr. Speed has the courage of his own system as well as of



"APRIL, APRIL, LAUGH THY GIRLISH LAUGHTER, THEN THE, MOMENT AFTER, WEEP THY GIRLISH TEARS": A STUDY FOR "APRIL," IN RED CHALK ON TONED PAPER.

From "The Practice and Science of Drawing," by Harold Speed. Illustrations reproduced by Courtesy of the Publishers, Messrs. Seeley, Service, and Co.



INDICATING THE SYMPATHETIC FLOW OF LINES THAT GIVE UNITY TO THE PICTURE: A DIAGRAM OF SIR EDWARD BURNES-JONES'S PORTRAIT OF HIS DAUGHTER.



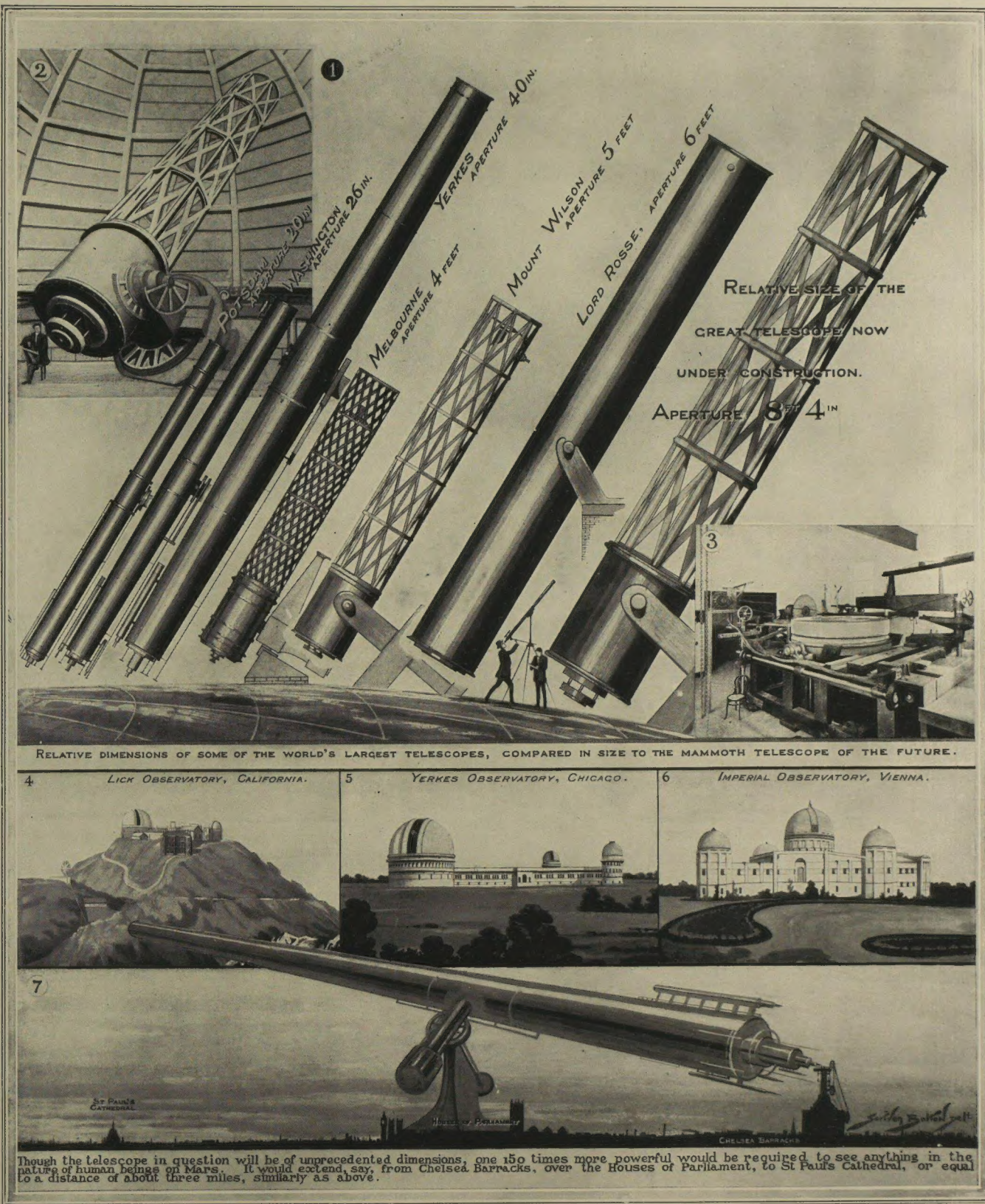
AN EXAMPLE OF SYMPATHETIC RHYTHM OBTAINED BY THE LINES SHOWN IN THE ADJOINING DIAGRAM: THE PORTRAIT OF THE ARTIST'S DAUGHTER, BY SIR E. BURNES-JONES.

Photo, Hollier.



# TO REVEAL MAN-SIZED OBJECTS ON THE MOON: A GIANT TELESCOPE.

DRAWN BY SCRIVEN BOLTON, OF THE WATERLOO OBSERVATORY, BRAMLEY, YORKSHIRE.



1. FOR COMPARISON OF SIZES: THE NEW TELESCOPE WHICH IS BEING MADE AT THE CARNEGIE SOLAR OBSERVATORY, SOUTH CALIFORNIA, AND SOME OF THE WORLD'S LARGEST TELESCOPES.

2. AN INSTRUMENT WHICH SHOULD MAKE IT POSSIBLE TO SEE OBJECTS THE SIZE OF A MAN ON OUR NEAREST NEIGHBOUR, THE MOON: THE NEW TELESCOPE AS IT IS LIKELY TO APPEAR WHEN MOUNTED.

This page illustrates the new telescope which is being made by Professor G. Ritchey in the instrument-shops of the Carnegie Solar Observatory, South California. The magnification of this will be such that it may be possible with its aid to see objects the size of a man on our nearest neighbour, the moon, conditions being suitable. To see objects the size of a man on Mars an instrument about 150 times more powerful

3. WEIGHING 4½ TONS AND 8 FEET 4 INCHES IN DIAMETER: A DISC OF GLASS FOR THE NEW TELESCOPE ON THE GRINDING-TABLE, TO BE WORKED TO A CONCAVE FIGURE.

4. 5 AND 6. POSSESSING TELESCOPES LESS THAN HALF THE DIAMETER OF THE NEW INSTRUMENT: THREE OF THE LEADING OBSERVATORIES OF THE WORLD.

7. NOT YET CONSTRUCTED! THE THREE-MILE-LONG TELESCOPE WHICH ALONE COULD SOLVE THE QUESTION AS TO WHETHER THERE IS LIFE ON MARS.

would be required. At the moment, there are calls for several large telescopes, and it is interesting to note that Professor Sampson, Astronomer Royal for Scotland, worked out recently and communicated to the Royal Society an entirely new idea for a large reflecting telescope, to give good images over a large field. It is hoped that funds will be forthcoming to allow such an instrument to be made and tested.



## BY "THE ILLUSTRATED LONDON NEWS" ARTIST PRIVILEGED

DRAWN BY S. BEGG, OUR SPECIAL



## THE SIGNING OF THE TREATY OF PEACE BETWEEN TURKEY AND THE BALKAN STATES, AT ST.

The Treaty of Peace between Turkey and the Balkan States was signed at St. James's Palace shortly after half-past twelve on the afternoon of May 30. Our Special Artist was privileged to be present, that the historic scene might be recorded. Five copies of the Treaty were signed. After the signing, Sir Edward Grey, to whose diplomacy and statesmanship both sides, as well as the Great Powers, owe so much, congratulated the delegates. Speaking in French, he said: "By command of the King, my august Sovereign, I hasten to express to you the lively satisfaction with which His Majesty will hear the news of the signature of the Treaty of Peace which you have just concluded at his Palace of St. James's. In the name of the British Government, I offer you my most cordial felicitations on the occasion of the conclusion of a peace between Turkey and the Allied States. . . . We are not ignorant of the fact that there still remain questions to be decided; but I like to believe that the conclusion of this peace will facilitate the settlement of these questions and strengthen your regard for one another and the benevolent interest of the other Powers." M. Skouloudis, chief delegate of Greece and senior in age of the members of the Delegation of the Allies, speaking in English, replied, thanking Sir Edward Grey for the part he had played, and saying: "We are most sensible of the generous hospitality extended to us by your great country." The

## TO BE PRESENT ON THE OCCASION: SIGNING PEACE

ARTIST PRESENT AT THE SIGNING.



## JAMES'S PALACE, ON MAY 30, 1913: THE DELEGATES SIGNING THE FIVE COPIES OF THE TREATY.

principal Turkish delegate, Osman Nispet Pasha, then associated himself with the remarks. After that, Dr. Danell gave a short address, in which he called attention to the historic character of the occasion. The Serbian and Montenegrin delegates, Menev, Novakovich and Popovitch, also spoke, the latter complaining that Montenegro had been made the whipping-boy of Europe. Soon after this, Sir Edward Grey left; and then Dr. Danell suggested that the delegates should sign a Protocol allowing the Treaty to come into force immediately. The Turkish delegates agreed, but the representatives of Greece, Serbia, and Montenegro could not act without further instructions from their Governments. As a result, the Protocol was then signed by the Turkish and Bulgarian delegates only. On the left-hand side of the table, looking at the drawing and receding from left to right from the foreground, are the Turkish delegates, with Osman Nispet Pasha next to Sir Edward Grey. On the other side of Sir Edward Grey is M. Skouloudis, the chief of the Greek delegates, with the other Greek delegates. On the right-hand side of the table, looking at the picture and reading from the foreground, are the Serbian delegates, the Montenegrin delegate, and the Bulgarian delegates, with Dr. Danell seated at its head of the table. Others in the room are secretaries and other officials.

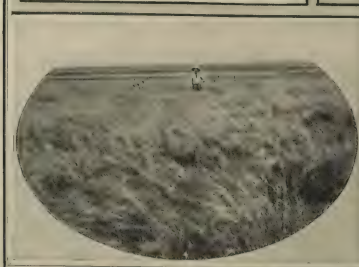
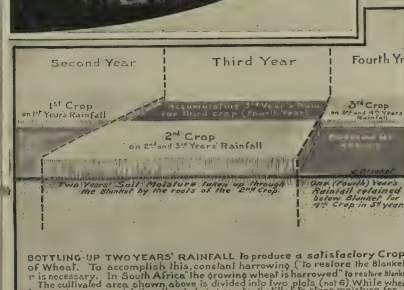
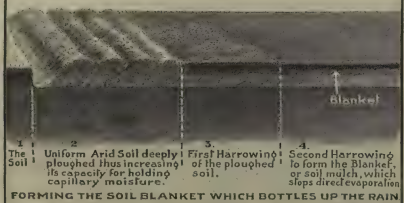
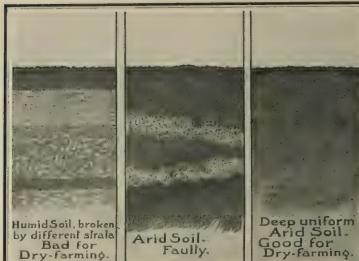


## WHEAT GROWN WITHOUT RAIN FROM SEED-TIME UNTIL

DRAWINGS BY W. B. ROBINSON

## HARVEST! DRY-FARMING IN BELTS OF WATER-LACKING LAND.

PHOTOGRAPHS BY COURTESY OF DR. MACDONALD.



- WHERE THOSE METHODS WERE TESTED WHICH HAVE RESULTED IN THE GROWING OF "RAINFALL" WHEAT IN SOUTH AFRICA: THE GOVERNMENT EXPERIMENTAL FARM IN THE TRANSVAAL.
- WITH ROOTS WHICH GO FAR DOWN INTO THE SOIL AND SO CAN DRAW UP WATER WHICH IS TOO DEEP DOWN FOR SMALLER TREES OR PLANTS: A CAMEL'S THORN.

- IN THE MOST FAMOUS DRY-LAND REGION OF THE TRANSVAAL: SPRINGBOK FLATS, SHOWING A PIONEER SETTLER'S HOUSE, AND TALL TREES, WHICH INDICATE A GOOD, DEEP SOIL.

A good deal of interest was aroused the other day when Dr. Macdonald, of the Union Department of Agriculture, an able, enthusiastic exponent and pioneer of the Dry-farming movement, gave an address on Agriculture and Land Settlement in South Africa. To Butler, Dr. Macdonald said: "Before the Government started experimental dry-land stations, it was widely believed that farming was only possible beside the watercourse. This meant a few irrigated patches of land and the rest of the country a desert. But we have changed all that. In each of the four provinces and in Rhodesia, thousands of acres of dry land, once considered valueless, are now being ploughed up and planted and are yielding excellent crops. . . . We in South Africa have grown a rainless wheat. . . . We have grown a wheat without a single drop of rain falling upon it from seed-time until

- ON THE GOVERNMENT DRY-LAND STATION AT LICHTENBURG: TEFF, GRASS, AN IMPORTANT CEREAL FOOD.
- GROWN BY THE DRY-FARMING METHOD IN SOUTH AFRICA: A CROP OF TOBACCO.
- GROWN BY THE DRY-FARMING METHOD IN SOUTH AFRICA: A CROP OF SOYA BEANS.

harvest. This is the Durum wheat, Apulia, which was originally introduced from the dry belt of Italy. Our success has been due to the use of what we term 'Moisture-Saving Fallows'. The great problem of South African agriculture is not the problem of fertility. It is the problem of the conservation of moisture. Dry-farming is not altogether a good term for the method. It means, actually, farming under a comparatively small annual rainfall. When the annual precipitation is under twenty inches, dry-farming is usually indispensable. The soil-water which is of real use to plants is that taken up by the roots and finally exhaled from the leaves. To quote Dr. Macdonald again: "Dry-farming may be defined as the conservation of soil-moisture during long periods of dry weather by means of tillage, together with the growth of drought-resisting plants. It is not, of course, farming without moisture."



## SCIENCE &amp;

## NATURAL HISTORY



A DOCTOR'S VISIT.



Photo, Elliott &amp; Fry.

DRIVER OF THE PRESIDENTIAL ADDRESS TO THE SOCIETY FOR PSYCHICAL RESEARCH THE OTHER DAY: PROFESSOR HENRI BERGSON, OF THE COLLEGE OF FRANCE, THE FAMOUS MODERN PHILOSOPHER.



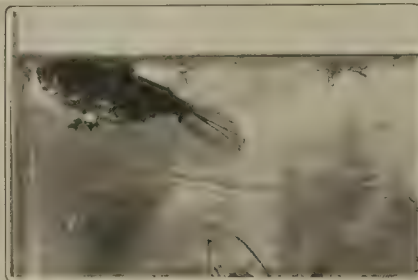
A LESSON IN ANATOMY.

## SCIENCE JOTTINGS.

ORNITHOLOGY AND ITS CRITICS.

JUDGING by some recent and not altogether sane criticism, all is not well with the ornithologists. But while admitting that these strictures are not quite baseless, one regrets the intemperate language which has been adopted. The world has a way of regarding people with a hobby as experts in their particular pursuit. As a matter of fact, they often have not the slightest claim to this title, and it should be the business of the critics to discover these pretenders. But the critic is often a crank, and, even when well-meaning, has no real qualifications for his self-imposed task.

Ornithology, like almost every other study which should be taken seriously, is suffering from the cult of the specialist: for him ornithology is the study of bird-watching, bird-photography, bird-collecting, or egg-collecting, as the case may be. The "bird-watcher"—the "ornithoscopist," as the dictionary dubs him—and the bird-photographer have surely a clean record. Their advent is very recent, and they



Photo, Bover.

OFTEN AT THE SURFACE OF THE WATER, MOTIONLESS AND BREATHING THE AIR FOR HOURS: A BUTTERFLY-FISH.

The butterfly-fish of the family Nomeidae, *Gasterochisma Melampus*, which has large black ventral fins, lives in the sea about Australia and New Zealand and may attain a length of over three feet. It is rare. Butterfly-fish is also the English name of the Eyed Blenny, *Blennius ocellaris*.

skin-collector, and with a vigour of abuse commensurate only with their ignorance of that which they condemn. We are told in all seriousness that our museums are "temples of civilised savagery and never-sated Molochs of destruction," whatever this may mean. That "their tendency is to retard knowledge rather than to advance it." Statements of this kind can only emanate from the ill-balanced mind of the fanatic; they are perversions of fact which none would make who had any real grasp of what ornithology means. If those who profess such views really believed in them they would surely leave such institutions severely alone. Yet, curiously enough, the most rabid among these "hot-gospellers" do not hesitate to resort to the British Museum for such information as they may realise their need of!

The suggestion has been recently advanced that the private collector of skins, at any rate, should be suppressed. There is no need, say they, for private collections: all who desire to study birds from aspects impossible in the field can get all the information they require from the British Museum. Unfortunately, at present, this is far from true. But, even so, the suggestion is utterly stupid. There are, happily,



SUGGESTING A MEDALLION OF STRANGE SHAPE!  
PTEROPHYLLUS SCALARE.



TO SHOW THE MOUTH, IN WHICH THE EGGS ARE CARRIED: A CAT-FISH SEEN FROM UNDERNEATH.



A RESULT OF CAREFUL CROSS-BREEDING: A TELESCOPE-CARP, WITH BULGING EYES.

Certain of the cat-fish carry their eggs in their mouths during their development. In "Reptiles, Amphibia, Fishes, and Lower Chordata," it is written: "It is difficult to account for the evolution of such a habit. . . . If we assume that it was throughout due to paternal solicitude, we may suppose that the parent fish watched over its eggs and took them into its mouth to remove them to a place of security, and then gradually developed the habit of retaining them till they were hatched. . . . It is not impossible that the habit owed its first origin to a very different intention. . . . Many fishes eat the spawn of other fish and also their own. . . . Some of the eggs taken into the mouth to be eaten may have escaped being swallowed and remained in recesses of the pharynx till they were hatched." The telescope-carp, so called from its very prominent eyes, is the freakish result of the cross-breeding of fishes by Chinese and Japanese. The latter first obtained this particular form of carp in the sixteenth century.—[Photographs by J. Bover.]

have done brilliant work. One cannot say as much for the egg-collector, who has brought discredit upon the name of ornithologist among those who have a real love of bird-life. This is the more to be regretted because the appalling harvest of egg-shells which he has garnered has yielded, so far as scientific results go, almost nothing. But let it not be contended that the egg-collector is wholly vile, or that the possession of a collection of eggs is a thing to be ashamed of. The suggestion would be monstrous. Among my friends are several who possess such collections, which they show with pride and delight—and justly, for they have made it a matter of principle never to harry a dwindling species. The eggs of "rare" British species have been taken from breeding areas, where they are common. While insisting that the contributions of the egg-collector to the science of ornithology are almost nil, it is not to be supposed that the study of eggs is incapable of yielding the kind of knowledge which we seek to enable us to enlarge our understanding of the problems



Photo, Bover.

WELL WHISKERED! AN INDIAN CAT-FISH.

Francis Day, one time Inspector-General of Fisheries in India, says that all the Indian species of *Arius* carry their eggs in their mouths, and that, the eggs filling the cavity of the mouth as far back as the gills, the males are evidently unable to eat during the incubation.

endeavours to exterminate the exterminator. But our self-constituted censors are not content with their condemnation of the egg-collector; they impeach also the

many earnest students of birds who live remote from London, and who can afford neither the time nor the money to make pilgrimages to London for the purpose of enlarging their knowledge. To what end should such collections be formed? Their aim should be, and generally is, to complete, so far as is humanly possible, our knowledge of the life-history of birds. The bird-watcher who spends laborious days in observing the habits of birds, the bird-photographer, and the egg-collector concern themselves solely with living birds. The skin-collector endeavours to complete the story with his observations on the seasonal changes of plumage, the method of moulting, the peculiarities of geographical races, the character of the nesting down, and so on. And this work must be carried a stage further by the anatomist. To contend that we can dispense with this knowledge, or to contend that we have all the material at hand necessary for its completion, is to stamp the author of such views as incompetent to express an opinion on the subject.—W. P. PYCRAFT.



## A FISH WHICH CAN LIVE OUT OF WATER FOR MONTHS: THE LUNG-FISH.

PHOTOGRAPHS BY COURTESY OF THE AMERICAN MUSEUM OF NATURAL HISTORY.

"Faint in our conception of what a fish ought to be is certainly shattered," says Mr. Bashford Dean, in the "American Museum Journal," "when we find one which can live for months, possibly for a year, out of water—which breathes by means of gills when in water, but with a lung during the summer drought, inhaling and exhaling air as though it were a land-living animal. Such a queer fish was recently sent . . . to the American Museum of Natural History. . . . It came from the Gambian Region of Africa, coiled up in a kind of cocoon, deeply sunken

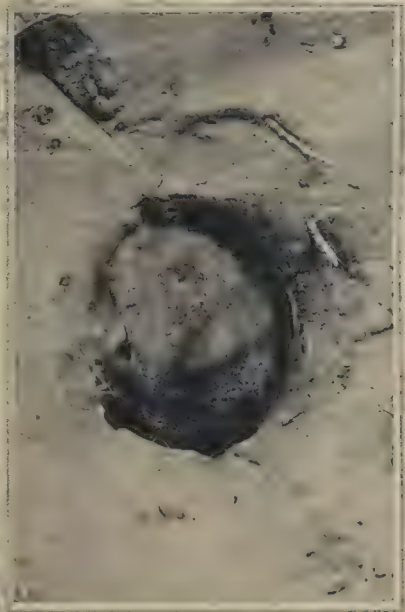
(Continued opposite.



Continued

in a large clod of earth which months before had been a bit of the bottom of a dried-up stream. When received . . . the cake of earth showed, as a sole sign that anything alive was within it, a little tunnel-like opening where the fish burrowed when the earth was still soft, and through which the fish later secured its supply of air for breathing. . . . We may begin at the edge of the tunnel and chisel the hard earth away, and on reaching the bottom we may . . . expose the side of the capsule within which the fish is tightly coiled. The whole mass is

(Continued below.



1. SHOWING, IN THE EARTH ON THE RIGHT, THE COCOON OF PAPERY TEXTURE (FORMED BY MUCOUS SECRETION ON THE FISH'S BODY) CONTAINING THE FISH: THE CAKE OF EARTH HOLDING THE LIVING LUNG-FISH BROKEN APART.
2. SHOWING, AT THE UPPER RIGHT-HAND SIDE, THE OPENING THROUGH WHICH THE FISH BREATHED: THE BLOCK OF EARTH ENCASING THE LIVING LUNG-FISH.
3. NEWLY RELEASED FROM ITS COCOON IN THE CARE OF EARTH: THE LIVING LUNG-FISH AFTER IT HAD BEEN FREED—GREATLY REDUCED IN SIZE, WITH CRUMPLED FINS COVERED WITH SLIME, AND ALMOST BLACK.
4. FULLY RECOVERED FROM ITS MONTHS OF OUT-OF-WATER EXISTENCE: THE LIVING LUNG-FISH, WHICH CAME FROM AFRICA IN A DRY CARE OF EARTH.
5. CONTAINING THE LIVING FISH: THE COCOON EXPOSED TO THE VIEW.

(Continued.)

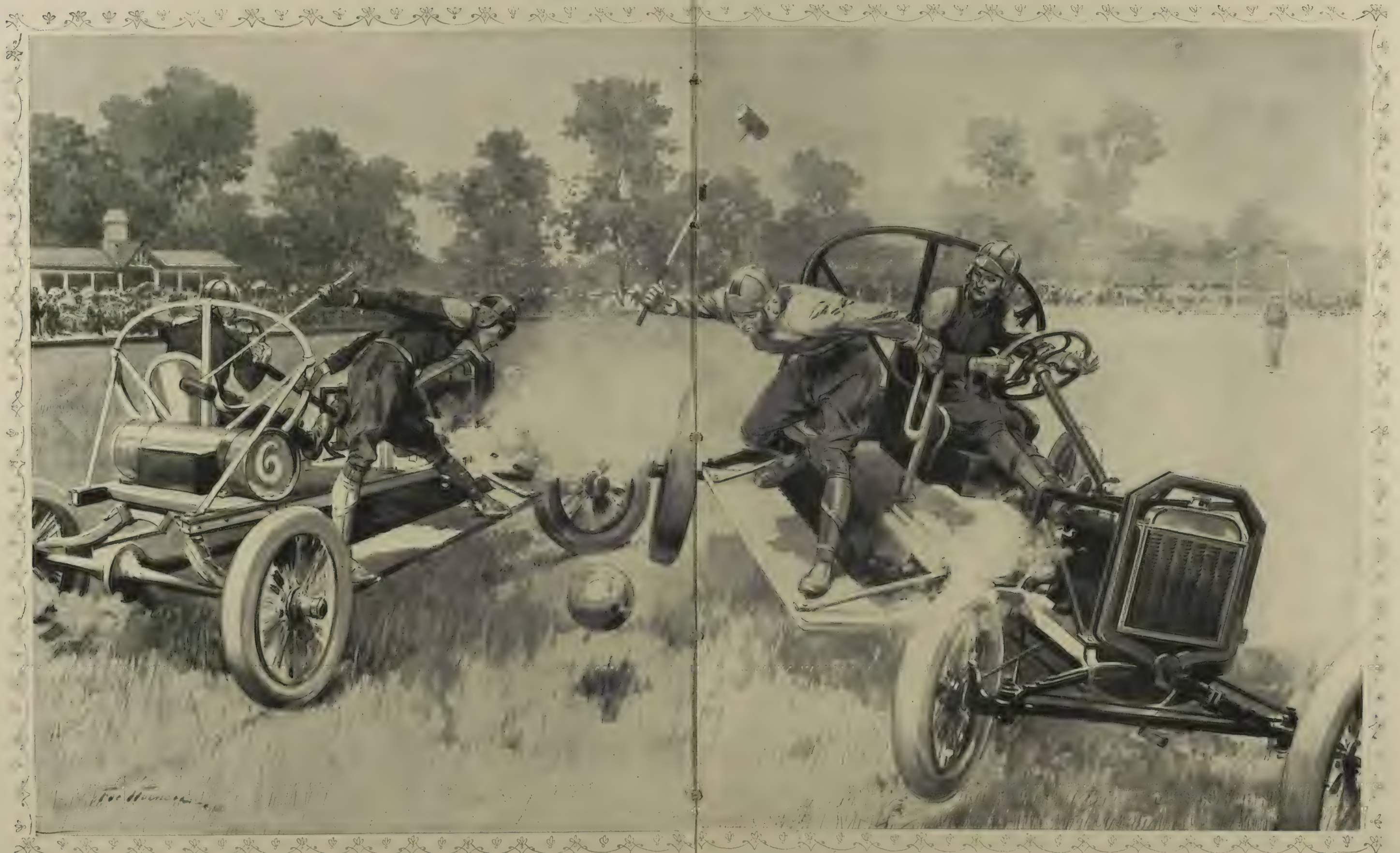
then placed in tepid water to soften the wall of the capsule (which was formed by mucous secretion on the surface of the fish's body), and thus to allow the fish to escape. Within a few minutes after the present cocoon had been placed in water, the papery wall or shell showed movements, but before the fish broke its way

out, a trap-door was cut in the side of the capsule so that a photograph could be taken. The mass was then again placed in water and within a few minutes the fish emerged. . . . It is at home, scientifically speaking, among fishes which lived millions of years ago."



## WITH CARS INSTEAD OF PONIES: MOTOR-POLO SEEN IN ENGLAND FOR THE FIRST TIME.

DRAWN BY OUR SPECIAL ARTIST, FRÉDÉRIC DE HAENEN.



A SPORT DESCRIBED IN AMERICA AS COMBINING THE RISKS OF A BULL-FIGHT, A FOOTBALL GAME, AND A RIDE IN AN AEROPLANE: BUT NOT VASTLY EXCITING AS PLAYED HERE: THE RIVAL Mallet-men AFTER THE BALL, AT RANELAGH.

When it was first played in the United States last year, motor-polo was described as the latest "thriller," combining "all the risks of the bull-fight, a football game, and a ride in an aeroplane." It was then written: "It was so entertaining and exciting to the three thousand people who witnessed the first game that the players have received many offers to play exhibition games in various cities throughout the country. . . . It is played with an air-filled ball about the size of an ordinary basket-ball. . . . The machines used are racing cars, stripped almost to the chassis. The occupants of each car consist of the driver of the car and a mallet-man, or jockey. . . ." At that time it was usual

for there to be two cars on each side. On May 31 the game made its first appearance in this country, and cannot be said to have aroused unusual enthusiasm, partly, perhaps because there was only one car on each side. In fact, the spectators at Ranelagh grew fewer in numbers after the first five or six minutes, and fewer still at the end of a quarter of an hour. For all that, it should be said that, although the contest itself was not very exciting, the driving of the cars was magnificently, almost uncannily, skilful. The curious hoop-like guard behind the driver is to protect him in the event of a spill; as it so happened, there was but one overturning, and that not serious. An article appears elsewhere in this issue.



## ACTIVE ROYALTY: SNAPSHOTS FROM ENGLAND AND GERMANY.

*Photo, Newspaper Illustrations.*

SET UP THAT THE KAISER MAY JUDGE THEM: SECTIONS OF DESIGNS FOR BERLIN'S NEW MUSEUM.

Berlin is to have a new museum, and, of course, the German Emperor is to have a word to say as to the design. By his Majesty's instruction, a section of each design submitted has been modelled and set up on the site of the new building, that he may be able to judge precisely how the finished structure will appear.

*Photo, Topical.*

THE DUKE OF CONNAUGHT OPENING THE IMPERIAL SERVICES EXHIBITION AT EARL'S COURT: H.R.H. INSPECTING AMBULANCE AND SENTRY DOGS.

The Duke of Connaught opened the Imperial Services Exhibition, at Earl's Court, on May 31. Having done this, he made a tour through the grounds, and saw, for example, equipment of the Scott Expedition, shown by permission of the Royal Geographical Society; the model of the cruiser "Lion," the Red Cross enclosure, and the Military Camp.

*Photo, Central News.*

THE KING AND QUEEN AT OLYMPIA FOR THE ROYAL NAVAL AND MILITARY TOURNAMENT: THE ROYAL BOX ON THE OCCASION OF THEIR MAJESTIES' VISIT.

The King and Queen took the earliest opportunity which offered after their return from Germany to visit the Royal Naval and Military Tournament, which they attended on the afternoon of May 31. There were nearly 10,000 people in the building, and they were most enthusiastic. The King was specially interested in the pageant, "The Restoration," and in the grenade-throwing and firing exercises by the "Green Howards."



# THE 28TH AMATEUR GOLF CHAMPIONSHIP: ST. ANDREWS PHOTOGRAPHS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND L.N.A.



1. AFTER THE GREAT THUNDERSTORM DURING THE SECOND ROUND OF THE FINAL: OFFICIALS TRYING TO FIND THE HOLE ON ONE OF THE WATER-LOGGED GREENS.
2. HIS FOURTH VICTORY: MR. H. H. HILTON, OF THE ROYAL LIVERPOOL CLUB, RECEIVING THE CUP AFTER WINNING THE AMATEUR GOLF CHAMPIONSHIP.
3. PLAYING DESPITE AN INJURED WRIST: MR. JOHN BALL, EIGHT TIMES AMATEUR CHAMPION DRIVING IN THE FIRST ROUND.
4. THE LAST STROKE IN THE FINAL OF THE CHAMPIONSHIP: MR. HILTON'S LAST PUTT ON A WATER-LOGGED GREEN.

As we note under our double-page drawing illustrating the strokes in the final, the Amateur Golf Championship was won the other day by Mr. Harold Hilton, who beat Mr. Robert Harris, the runner-up, by six and five. Mr. Hilton won his first match, against Mr. L. Holden, by four and three; his second, against Mr. J. Moncrieff, by

5. IN CONSULTATION BEFORE THE SECOND ROUND OF THE FINAL: MR. HILTON (WITH CIGARETTE) AND MR. ROBERT HARRIS, THE RUNNER-UP.
6. THE AMERICAN GOLFER WHO ARRANGED TO WORK HIS WAY TO ENGLAND ON A CATTLE-BOT IN ORDER TO COMPLETE: MR. HEINRICH SCHMIDT, WHO WAS DEFEATED BY MR. HILTON AT THE NINETEENTH HOLE.
7. CONGRATULATED AFTER BEATING MR. ARN MITCHELL, THE FAMOUS CHAUFFEUR-GOLFER, BY 4 AND 2: MR. EDWARD BLACKWELL.
8. AFTER WINNING THE AMATEUR GOLF CHAMPIONSHIP FOR THE FOURTH TIME: MR. HAROLD HILTON ESCORTED IN.

three and two; his third, against Captain H. M. Ballingall, by four and three; his fourth, against Mr. L. B. Smith, by five and four; his fifth, against Mr. H. D. Gillies, at the nineteenth hole; his sixth, against Mr. Heinrich Schmidt, at the nineteenth hole; and his semi-final, against Mr. C. C. Aylmer, by one hole.



## HOW THE AMATEUR GOLF CHAMPIONSHIP WAS WON AND LOST.

DRAWN BY W. B. ROBINSON.



WITH EVERY STROKE OF THE FINAL MARKED—SAVE THOSE ON THE GREENS: HOW MR. HAROLD HILTON WON THE AMATEUR GOLF CHAMPIONSHIP ON THE OLD COURSE AT ST. ANDREWS; AND HOW MR. ROBERT HARRIS, THE RUNNER-UP, LOST IT.

Last week Mr. H. H. Hilton won the Amateur Golf Championship for the fourth time, and so enabled the Royal Liverpool Club to retain, for at least another year, possession of the Cup, which they have now held for four years in succession and thirteen times altogether since the Championship was instituted in the year 1886. Mr. Hilton beat Mr. Robert Harris (Acton) in the final by six and five, and was on the top of his game throughout, whereas his opponent was distinctly "off" his. The Provost and magistrates of St. Andrews recommended that all shops and places of business should be closed from

two to five, with the result that some five thousand people followed the players on the closing round. As the match was nearing its end, a thunderstorm broke over the course and a deluge of rain fell for fully half-an-hour. In consequence, a new twelfth hole had to be cut, as the hole which would have been used was under water. A new hole had to be cut also on the thirteenth. The first Amateur Championship was held in 1886. Thirty-six holes were played for the first time in 1896. Mr. Hilton's previous wins were in 1900, 1901, and 1911. Seven Championships have now been played at St. Andrews.

(SEE ARTICLE ON ANOTHER PAGE.)





#### VIGNETTES OF EMPIRE—XIV. DELHI, THE NEW-OLD CAPITAL OF INDIA.

"Let green grass only conceal my grave; grass is the best covering for the grave of the meek."

WHAT a contrast is this modesty of the Princess Jehanara, a daughter of Shah Jehan, to the splendid tombs of the Mogul Emperors, or the magnificent palaces that remain as monuments of their rule! The words, in Persian verse said to have been written by the Princess herself, are inlaid on an upright slab at the north of her grass-grown grave, which is open to the sky, in a tiny enclosure between modern and ancient Delhi. It is among the group of tombs at the Dargah of Nizam-ud-din Aulia, the saint who defied an emperor. Within the same enclosure stands the tomb of Amir Khusrav, a Turkish poet (though he wrote in Persian) to whom Sadi himself journeyed from Persia to pay homage.

I visited that group of tombs on the drive eastward from the modern city to the ruins of old Delhi and the famous Kutab Minar, one of the chief architectural wonders of India, ten miles away. This Minar was begun by Kutab-ud-din Aibak, as a tower of victory, some years after the capture of Delhi in 1193 by his master, Mohammed of Ghor. Its height, 238 feet, is less than a fourth that of the Eiffel Tower in Paris, over half that of the Great Pyramid, and fifty feet less than Giotto's incomplete Campanile in Florence. Unlike the last, however, it is not dwarfed by the proximity of a higher building, and neither the noble arches of the adjacent mosque, gigantic though they



RECOVERED FROM A LONDON MUSEUM: THE "ORPHEUS" PANEL IN THE DIWAN-I-AM OF SHAH JEHAN'S PALACE AT DELHI.

This piece of pietra dura was recovered by Lord Curzon from the South Kensington Museum, and is now once more in its original position at the back of the recess in which stood formerly the famous peacock throne. The panel, which is nine inches high by six inches wide, was the work of Italian craftsmen, and some of the stones used in it are: Persian Lapis Lazuli; Verde Antiquo and Verde de Genoa for the ground; Alabastro Montalmo for the tree-trunk; Alabastro Orientale for the "lions"; Tigrato Arno Firenze for the tiger.



BUILT BY FIROZ SHAH IN 1356: THE KALAN MASJID AT DELHI—SHOWING THE SLOPING ARCHITECTURE OF THE PERIOD.

are, nor its cloisters with their richly ornamented pillars taken from the earlier Jain buildings, do more than dignify this splendid monument. It gives an impression of soaring strength unrivalled in any building I have seen.

Against the warm red sandstone of this mighty tower, banded with balconies and the decorative characters of Arabic inscriptions, almost as fresh after six hundred years of exposure as the day they were carved, the famous Iron Pillar—a solid shaft of wrought-iron, fifteen centuries old—gleams blue with reflection of the sky. In 1052, a Rajput chief of the Tomaras brought it, it is believed, from Muttra, and set it up where it stands to-day in the inner courtyard of the mosque of Kutab-ud-din. It is smooth and undecorated save for a small Sanskrit inscription some way up on the west side of it, and a simple capital with a fluted bulb surmounted by a small flat square.

It is curious that the two oldest monuments at Delhi should both have been brought thither from a distance. On the "Ridge," between the low squat Flagstaff Tower (from which the English women and children on May 11, 1857, looked towards Meerut for the troops that did not come) and the Mutiny Memorial, there stands upon a solid square base one of the famous "Lats of Asoka." Asoka, or, as he styles himself in the edict inscribed round the column, "King Piyadasi," "The Beloved of the Gods," began to reign in 263 B.C. and in various places, after he had embraced Buddhism, he set up such stone pillars with inscriptions upon them concerning religious observance. This particular col-

umn was originally erected at Meerut, forty miles from Delhi, to which it was brought in 1350 by Firoz Shah.

After the conquest of Mohammed of Ghor, commemorated by the Kutab Minar, Delhi remained a Mohammedan capital throughout succeeding dynasties; and after Baber, descendant of Tamerlane and of Ghengiz Khan, established the Mogul Empire, his son and successor, Humayun, again made Delhi itself the capital, and his tomb lies between the shrine of Nizam-ud-din Aulia and the present city.

The design of the Mausoleum of Humayun is similar to that from which the Taj Mahal was later evolved. In its general proportions the total height appears too little for the great platform on which the main building stands. Underneath this platform I walked through a low dark passage to the vault where the Emperor Humayun was actually buried. With the help of matches, I could distinguish a plaster plinth one-and-a-half feet high, and

upon this a plaster tomb. I noticed one great hole in the plaster base and another in the ground beside it, and learned that these were made by porcupines, which, I was assured, might be seen in numbers in the surrounding gardens on any moonlight night—a fact which a quill I picked up from the floor



LANDMARKS IN THE NEW CAPITAL OF INDIA:  
SOME DELHI TOWERS.

The towers are as follows: 1. The Kutab Minar (shown in the full-page illustration opposite) at Old Delhi. 2. The minarets of Shah Jehan's Mosque, the Jama Masjid. 3. The Clock Tower. 4. The Mutiny Memorial on the Ridge. 5. The Lat of Asoka on the Ridge.

corroborated. The Kalan Masjid, with its numerous small domes, was built by Firoz Shah, the emperor who brought the Lat of Asoka from Meerut. It is a stern, thick-walled building in the peculiar sloping style, with arches without keystones, characteristic of fourteenth-century Mohammedan India.

The "Fort," with its wondrous gateways,



A HAUNT OF PORCUPINES: THE TOMB OF THE EMPEROR HUMAYUN, AND THE MAUSOLEUM UNDER THE PLATFORM OF WHICH IT LIES.

"Pearl Mosque," and peerless audience-halls, remains a vast monument of departed glory. Now that Delhi is once more to be the chief seat of Government, may the projected buildings of this new-old capital of India prove not unworthy in comparison with the old.

A. HUGH FISHER.



## AN ARCHITECTURAL WONDER OF INDIA: THE KUTAB MINAR, DELHI.

DRAWN BY A. HUGH FISHER



HISTORIC MONUMENTS NEAR INDIA'S NEW CAPITAL: A 700-YEAR-OLD SANDSTONE TOWER AND A 1500-YEAR-OLD IRON PILLAR.

In his article on the opposite page, Mr. Hugh Fisher mentions the Kutab Minar as "one of the chief architectural wonders of India." In a note on his drawing (reproduced above), he writes: "The Kutab Minar, 238 feet high, was begun by Kutab-ud-din Aibak, the general and slave of Mohammed of Ghor, as a tower of victory some years

after the latter's capture of Delhi in 1193. The Iron Pillar, a solid shaft of wrought-iron, dating from about A.D. 400, is 23 feet 8 inches in height, and bears an inscription in Sanskrit eulogising Chandragupta Vikramaditya. A Rajput chief of the Tomaras brought the pillar to Delhi in 1052."



# OLD-MASTER PRICES FOR MODERN WORKS: HIGHLY PRIZED PICTURES.



1. SOLD FOR £2625: LORD LEIGHTON'S "THE DAPHNEPHORIA"—FROM THE ROYAL ACADEMY OF 1876.

2. SOLD FOR 1900 GUINEAS: SIR L. ALMA-TADEMA'S "LOVE'S JEWELLED FETTER"—EXHIBITED AT BURLINGTON HOUSE IN 1913.

3. SOLD FOR 4800 GUINEAS: SIR E. BURNE-JONES'S "LOVE AMONG THE RUINS"—PAINTED IN 1894.

As we note on another page dealing with the same subject, excellent prices were obtained for a number of modern pictures from the collection of the late Mr. George McCulloch, which was sold at Messrs. Christie's the other day. With regard to Sir J. E. Millais's "Sir Isumbars at the Ford," it should be noted that this belonged at one time to the well-known

4. SOLD FOR 5400 GUINEAS: MR. E. A. ABBEY'S "RICHARD DUKE OF GLOUCESTER AND THE LADY ANNE."

5. SOLD FOR 7800 GUINEAS: SIR J. E. MILLAIS'S "SIR ISUMBRAS AT THE FORD: A DREAM OF THE PAST"—EXHIBITED IN THE ROYAL ACADEMY OF 1857.

6. SOLD FOR 1700 GUINEAS: A "FATA MORGANA" BY G. F. WATTS.

collector, Mr. Benson, who, after refusing various offers, sold it to Mr. McCulloch for £10,000. "The Daphnephoria" illustrates "a triumphal procession, held every ninth year at Thebes, in honour of Apollo, and to commemorate a victory of the Thebans over the Aeolians. . . . The procession is led by a youthful priest, called the Daphnephoros (laurel-bearer)".

"The Daphnephoria" is reproduced by the kind permission of the Fine Art Society, of New Bond Street; "Love's Jewelled Fetter" is given by kind permission of Messrs. Arthur Tooth and Sons, 255, New Bond Street; "Love Among the Ruins" is from a photograph by Hollyer; "Richard Duke of Gloucester and the Lady Anne" is given by permission of the Art Union of London, the owners of the copyright; "Sir Isumbars at the Ford" is reproduced by permission of Messrs. Virtue and Co.; "Fata Morgana" is from a photograph by Hollyer.



# Art-Music & the Drama



Photo, Harris.

TO MARK HER DÉBUT AT QUEEN'S HALL ON JUNE 11: MISS FLORENCE MACBETH, THE SOPRANO, WHO IS ACCLAIMED AS A GREAT SINGER.



A DRAMATIC PERFORMANCE AT COVENT GARDEN EARLY IN THE SIXTEENTH CENTURY



Photo, Foulsham and Banfield.

THE MARIPOSA GILROY OF "THE MARRIAGE MARKET": MISS SARI PETRAS, WHO IS MAKING ANOTHER SUCCESS AT DALY'S THEATRE.

## MUSIC.

LAST week at Covent Garden was given to second and third performances of operas already heard. It was only on Saturday night that a work was mounted for the first time this year, and this was the familiar "Madama Butterfly," with Alice Nielsen in the name-part. The passing week, with its special "festival" performance of "Samson et Dalila," its revival of "La Traviata" and of "Louise," with Mesdames Melba and Edvina in the respective title-roles, fully maintains the standard of interest.

The activity in the concert-halls last week was astonishing; so great was the demand of the concert-givers that London's accommodation was exhausted, and some performers were forced to rely upon the courtesy of private individuals whose reception-rooms can readily take the place of a concert-hall. Another recital at the Queen's Hall by MM. Casals, Bauer, and Thibaud opened the week,

the programme being made up of the familiar C minor Trio of Brahms, one by Dr. Saint-Saëns, and a third by Tchaikovsky, the last-named composer's solitary contribution to this art form. The players were a little affected by the weather, not without excuse, but as the time went on their consummate mastery of ensemble playing reasserted itself. The three instruments seemed to be directed by one brain, and by the time the Tchaikovsky was reached the audience may well have felt that it was listening to players of the highest rank at their very best. In the evening of the same day Heer Mengelberg directed a concert of the London Symphony Orchestra, and the large audience seemed to have some premonition of good things in store, for it received the Amsterdam conductor with an enthusiasm that was hardly English. The familiar overture to "Der Freischütz" made a marked impression; so, too, did Beethoven's Fifth Symphony; while the extraordinary tone-poem, "Also Sprach Zarathustra," of Dr. Richard Strauss revealed a curious and startling simplicity. Perhaps repeated performances have robbed the formidable work of some of its terrors—the writer was present at the first performance in England, when the impression left upon him was one of noise and nothing else—but it is safe to say that the conductor's clear understanding and natural gift of interpretation were largely accountable for last week's satisfactory result. The music has never had a more transparent quality. The soloist was Mr. Joseph Lhevinne, who played the Tchaikovsky Concerto in B flat minor, and contrived to make the music sound, healthy, and virile, but at times a little cold and uninteresting.

Photo, Rita Marbo.

AS KITTY KENT: MISS GREIK MILLER IN "THE MARRIAGE MARKET," AT DALY'S.



Photo, Ellis and Watery.

HARON HENRI DE ROTHSCHILD'S "CROESUS," AT THE GARRICK: COMTE SORBIER FINDS THAT THE GIRL HE BELIEVED LOVED HIM FOR HIMSELF ALONE IS EASILY TEMPTED BY THE MONETARY OFFERS OF THE VICOMTE DE FONSAAC. The photograph shows, from left to right, Mr. Arthur Bourchier as Comte Sorbier ("Croesus") Miss Marjorie Waterlow as Yvonne Pinchard, and Mr. Spencer Trever as the Vicomte de Fonsac.

it, he never once succeeded in suggesting that the music was the inevitable outcome of the thought the words expressed. Even Mr. Epstein's great assistance at the piano failed to save the situation. Happily, Mme. Myszk-Gmeiner



RICHARD STRAUSS'S "ARIADNE IN NAXOS," AND MR. SOMERSET MAUGHAM'S ADAPTATION OF MOLIERE'S "LE BOURGEOIS GENTILHOMME," AT HIS MAJESTY'S: SIR HERBERT TREE AS M. JOURDAIN.

had devoted a part of her programme to Schubert and Hugo Wolf, and in the songs by these composers her voice and method were heard to proper advantage.

Among the singers who have lately appeared in London for the first time, Miss Helga Petri claims attention. At her concert last week in the Æolian Hall she created a distinct impression. Her beautiful mezzo-soprano voice has been finely trained, and whether she was singing in German, Italian, or English she showed the instinct for realising and expressing the full beauty of a song that is reserved for just a few of the many singers who claim the support of the public. It is safe to say that Miss Petri's place in the concert-halls is already assured.

Mr. Lhevinne, who was the soloist at the London Symphony Orchestra's concert, gave the first of his two pianoforte recitals last week. He played a Beethoven Sonata not too often heard in London, and both sets of the Brahms Variations on a theme by Paganini. Perhaps he was even more successful by himself than with the orchestra, for he is essentially an intellectual player, and any nervousness that might be associated with a first performance and an extremely trying concert had disappeared. The sincerity of his purpose and the appeal of serious music were very much in evidence; and the way in which he managed to emphasise the Brahms without losing sight of the Paganini in the Variations was extremely clever and well thought out. He has a great command of tone in all save fortissimo passages, which tend to become unduly hard, and to emphasise the limitations of an instrument which, so often in great music, seems to be attempting more than it can possibly achieve. There are just a few very distinguished pianists—not the most popular ones—who can contrive to make us forget the truth that the piano's capacity for expression is not, and can never be, equal to that of the orchestra; but it is too much to say that Mr. Lhevinne is to be numbered among the elect. At the same time, he is one of those interesting pianists to whom an audience may look with confidence.

The passing week has been largely devoted by the world of music-lovers in London to the honour of Camille Saint-Saëns. The great concert at the Queen's Hall, given just too late for notice here, under the direction of Mr. Beecham, the special performance at Covent Garden, a presentation and one or two private receptions have all served to emphasise the esteem with which the veteran composer, organist, pianist, and critic is regarded. He is now in his seventy-ninth year. His first symphony was performed by the Society of St. Cecilia sixty-three years ago, while his first public performance goes still farther back—to the year 1846.

Photo, Ellis and Watery.

AS MARCELLE DE LIGNERAY: MME. GABRIELLE DORZIAT IN "CROESUS," AT THE GARRICK.



## OLD - MASTER PRICES FOR MODERN WORK : HIGHLY PRIZED PICTURES.



SOLD FOR 4400 GUINEAS: SIR W. Q. ORCHARDSON'S "THE YOUNG DUKE"—FROM THE ROYAL ACADEMY OF 1889.



SOLD FOR 4400 GUINEAS: SIR W. Q. ORCHARDSON'S "MASTER BABY"—FROM THE ROYAL ACADEMY OF 1886.

The sale of the McCulloch Collection of modern pictures ended in the realisation of some excellent prices, which in some cases, at all events, may be said, loosely, to be akin to those fetched by old masters. There were 326 lots, and the total sum bid for the collection was £136,000.

*'The Young Duke' Reproduced by Courtesy of Robert Dunthorne, Esq, 5, Vigo Street, W.; Photograph of "Master Baby" by Annan and Sons.*



A FASHION MUCH DECLAMED AGAINST AND AS OFTEN DEFENDED: PLUMAGE IN THE HEAD-DRESS.



DESPITE EARL CURZON AND A GOOD MANY OTHERS: LA FOLIE DES AIGRETTES ET DES PARADIS," AT LONGCHAMP.

Only a few weeks ago Earl Curzon spoke bitterly of the use of birds' plumage for the decoration of womankind, and pointed out that in the three sales of birds held in London in 1911, 41,000 humming-birds were sold, 20,700 birds-of-paradise, and 129,000 egrets. The bird-of-paradise, he said, is extinct in New Guinea; while the white egret is extinct in China, and is being decimated in Venezuela. For all that may be said against the matter, leaders of fashion continue to wear plumage; witness the many egret and bird-of-paradise plumes seen at the moment illustrated.



# CHILDREN AS LEADERS OF FASHION: FROCKS AND HATS FOR LITTLE GIRLS.



1. A WHITE COTTON FROCK AND A PRINTED COTTON JACKET.

2. A LEGHORN HAT; WITH A WIDE RIBBON OF SAXE BLUE ROUND THE CROWN, AND TIED IN A BOW AND LONG STREAMER UNDER THE BRIM AT THE BACK.

3. A PARTY-FROCK OF WHITE SOFT SATIN, TRIMMED WITH BLACK VELVET BUTTONS AND COVERED WITH A CHERRY-COLOURED CHIFFON SMOCK, EDGED WITH COARSE VENETIAN POINT LACE.—A SMOCK OF ROSE-COLOURED VOILE, EMBROIDERED ROUND THE THROAT, SLEEVES, AND HEM, IN A GREEK PATTERN.—A SAXE-BLUE CRÉPON FROCK, COVERED WITH A LONG BLOUSE OF WHITE CRÉPON EDGED ROUND THE HEM AND SLEEVES WITH A "GALON" OF WHITE AND BLUE COTTON; THE COLLAR AND BOWS OF BLUE CRÉPON. (FROM LEFT TO RIGHT.)

4. A BURST-STRAW TOQUE, WITH A WREATH OF ROSES AND FORGET-ME-NOTS EN-CIRCLING THE UPTURNED BRIM.

5. A BLACK TAFFETAS COAT, EDGED ROUND THE POCKETS AND SAILOR COLLAR WITH BOUILLONNÉS OF SILK.—A BLUE SERGE FROCK, THE JACKET IN A LIGHTER MATERIAL OF RPIGE AND BLUE CHECK, WITH THE COLLAR AND CUFFS OF BLUE SERGE.—A PARTY-FROCK OF WHITE ACCORDEON-PLEATED TULLE, LIGHTLY BRAIDED ROUND THE THROAT AND WAIST, AND JACKET OF PRINTED COTTON. (FROM LEFT TO RIGHT.)

6. AN INFANT'S DRESS OF WHITE SPOTTED MUSLIN AND LACE INSERTIONS.

7. A WHITE LINEN COAT, FASTENED DOWN THE SIDEFRONT WITH DOMED GREEN BUTTONS.



## FROM THE WORLD'S SCRAP-BOOK.



*Photo Senneker.*

BELIEVED TO BE 2000 TO 3000 YEARS OLD: ANCIENT GOLD WORK UNEARTHED IN GERMANY.

An earthenware vessel containing 78 gold objects, including bracelets, cups, and rings, was recently unearthed at Eberwalde, about forty miles north-west of Berlin. The finds are believed to date from the 7th or 8th century B.C., and some regard them as of Phœnician origin.



*Photo, Illust. Bureau.*

ARMING THE BRITISH MERCANTILE FLEET: A 47-IN. GUN ON BOARD THE "CORRIENTINA."

"La Corrientina," the first modern Liverpool merchant-vessel to be armed, is a steamship of the Houlder Line. She sailed for South America on May 31, fitted with two 47-in. quick-firing guns. Another armed liner is the R.M.S.P. steamship "Aragon," illustrated in our issue of May 3.



UNVEILED AT RATISBON IN HONOUR OF HIS CENTENARY: A BUST OF WAGNER.



*Photos, Hohlmeier.*

ENSHRINED IN VALHALLA, LIKE HIS OWN NORSE HEROES: THE UNVEILING CEREMONY AT RATISBON IN HONOUR OF THE WAGNER CENTENARY.

In our issue of May 24 we gave illustrations of various places associated with the life of Richard Wagner, the centenary of whose birth at Leipzig on May 22, 1813, has recently been very widely celebrated. At Ratisbon, a bust of Wagner was unveiled in the Valhalla on May 29. Prince Rupprecht of Bavaria attended on behalf of the Prince Regent, and the composer's family was represented by Herr Siegfried Wagner. In the right hand photograph the bust may be seen against the wall on the left, above a marble chair.



*Photo, Illust. Bureau.*

A SURREY HILL-TOP SAVED FOR THE PEOPLE: LORD CURZON HANDING TO THE MAYOR OF REIGATE THE DEED RELATING TO COLLEY HILL.

Colley Hill, overlooking Reigate, has been bought by the National Trust for £5500, to save it from being built on, and on May 31 it was dedicated to the public free for ever. Lord Curzon, who performed the ceremony, handed to the Mayor of Reigate, Mr. F. E. Lemon, a deed vesting the control of the hill in the corporation. On the other side of Lord Curzon is Sir Robert Hunter, Chairman of the National Trust.



*Photo, Hulton.*

MUCH INCONVENIENCED BY HIS FLORAL HEADDRESS: "KING CHARLES II." TAKING A DRINK ON ROYAL OAK DAY AT CASTLETON, DERBYSHIRE.

Our photograph illustrates a custom which has been observed annually at Castleton, on Royal Oak Day, May 29, for over three hundred years. "King Charles II." wears a headdress of flowers reaching to his waist. When the King and his retainers reach the church after a procession round the village, the garland is lifted from his head by a rope and hoisted to the top of the church tower, where it stays till it withers.



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## THE AMATEUR GOLF CHAMPIONSHIP.

THE golf championship tournaments of different years vary much in complexion, but the contest for amateur supremacy in the game which ended at St. Andrews last week in a victory for Mr. Harold Hilton over Mr. Robert Harris in the final tie, was less like others than any that I can remember. There was the watery state of the bunkers, the disappearance from the tournament in its very early stages of most of the best-known names, the remarkable and unexpected display by one of the Americans, the special consequence of the nineteenth hole, and then, at the end, the disappointing final. The entry was a splendid one, and the only man who was seriously missed was Mr. Robert Maxwell. But the draw lunched the best men rather too closely together, and left the top half so thin that it was prophesied there would be an easy way to the last eight and the semi-final for someone up there, and so it proved. Then two men, either of whom might have reached the final and won the championship itself, being quite good enough to do so, went out from the tournament in most unusual ways. Mr. John Ball has already shown that the law of averages and other considerations that hinder other men have nothing to do with him, and that the fact that he has won many championships—eight of them amateur—and is no longer as young as once he was, fine experience having accumulated greatly upon him—is a good reason why he should win more; and he is always very dangerous now because he is about the only man who

does not care whether he wins or not. Most of the others are too much afraid of losing. He won the championship the last time it was played at St. Andrews, six years ago, and had been fit and well he would have been hard to beat this time; but he had an accident when attempting to ride from Hoylake to St. Andrews on a motor-bicycle, sprained a leg and his right arm, was in the doctor's hands,

if he had taken the advice of his friends he would not have played; but he is a very wonderful man and a great sportsman and he insisted on going through it. How he seemed an easy loser at the beginning of his match, and was nearly a winner at the end—being only beaten by a putt at the home hole—is a tale that makes a new and good chapter in the remarkable history of the greatest and most popular amateur of the age. Then the Hon. Michael Scott, certainly one of the most formidable competitors, and blessed at the beginning with one of the easiest places in the draw, was disqualified for being late for one of his matches, which must have been very aggravating to him, though it cannot be doubted that the step which the Green Committee took was quite necessary—not as a punishment, but in the general interests of the competition.

In every championship there is always one match quite apart from the final that stands out as the best and most important. It is usually a battle between favourites, and it is a sorrowful reflection that it is generally so keen and of such importance that it takes much of the sting out of the game of the exhausted victor, who becomes an easy prey to the next good man who tackles him. The big match this time was the Blackwell Mitchell duel. Mr. Edward Blackwell was certainly one of the very best favourites for the championship, and deservedly so. He knows the course as well as any man alive, and he was playing at near

the top of his game. Mr. Abe Mitchell was equally a great favourite, and both players are among the very longest drivers of the day. Mr. Mitchell is not



AS IT IS DURING A CHAMPIONSHIP MEETING: AN INTERESTED CROWD OF GOLFERS, CADDIES, AND ONLOOKERS BEFORE THE STARTING-BOARD AT ST. ANDREWS.

Our Artist has illustrated a typical scene at St. Andrews during a great golf competition. In the background is the club-house of the Royal and Ancient Golf Club, the headquarters of the game in the British Empire. The numbers on the board indicate the different players, whose times of starting their matches have to be observed very strictly. In the recent championship, it will be recalled, one player—the Hon. Michael Scott—was disqualified in the third round for having failed to appear when his number went up, though he started later and beat his opponent, Mr. J. Carmichael Dickson.

DRAWN BY ALLAN STEWART.

and was not able to swing a club for several days until the afternoon when he played in the first round of the competition. Even then the arm caused him much trouble, and

the top of his game. Mr. Abe Mitchell was equally a great favourite, and both players are among the very longest drivers of the day. Mr. Mitchell is not

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*Continued.*

accustomed to being outdriven, and when his opponent did outdrive him on the way out it upset his calculations. He likes to see his opponents playing the odd, and is accustomed to doing so. To see Mr. Blackwell let out at his tee shot as he did on the second tee, putting his whole great strong frame into a splendidly timed and executed stroke, and then beating Mr. Mitchell by a good sixty yards in distance, was one of the things that made one glad one had gone to St. Andrews this time. Mr. Blackwell won, but it was a Pyrrhic victory, for he won at the price of his place in the competition. He was not quite equal to winning another desperately hard game in the afternoon against such a persistent opponent as Mr. Gillies, who took him to the nineteenth hole, and won there without having to play it out. Mr. Gillies' play was one of the bright features of the tour. He has a fine temperament for the game, and is one of the hardest men in the world to beat. Twice he had to go to the nineteenth hole in this competition, and had probably a harder fight for a place in the last sixteen than any other man in the championship, for he had to dispose of Mr. Macfarlane and Mr. Blackwell in successive rounds at the beginning.

The frequent playing of the nineteenth hole in the more important matches was one of the features of the competition,



FORTUNATELY NOT AT EARL'S COURT: THE FLAG-SHIP OF NEW YORK'S MODEL FLEET WHICH FIRES REAL SHOT AND SHELL.

In view of the display of naval warfare at the Imperial Services Exhibition, Earl's Court, by model war-ships (some of which are illustrated in this number), it is interesting to compare them with the photographs here given of model American war-ships in the armoury at Brooklyn, New York, said to be the largest in the world. The above is the flag-ship of the model fleet. Its two front guns fire real shot and shell, which would be distinctly inconvenient in the Empress Theatre.

Photographs by LEACH.



MANŒUVRING ON A FLOOR INSTEAD OF ON WATER: AMERICAN MODEL WAR-SHIPS AT BROOKLYN FALLING INTO TWO-BY-TWO FORMATION.

and the nineteenth at St. Andrews is a very fine thing for its purpose. As it happened, it led to the defeat of Mr. Schmidt, the American, and now I recall the curious circumstance that the nineteenth hole—or sometimes the thirty-seventh, as it becomes at the end of two rounds—is generally fatal to Americans in these days when they

are opposed to British players in championships, and will soon create traditions and superstitions for itself, if it has not already done so. Thus Mr. Charles Evans, generally known as "Chick" of Chicago, was beaten at the nineteenth at Prestwick two years ago; and Mr. Hilton won his American championship at Apawamis, beating Mr.

Fred Herreshoff in the final, at the thirty-seventh; while now we have Mr. Hilton again beating Mr. Schmidt at the nineteenth. The circumstances of this meeting were quite piquant. Mr. Schmidt created a splendid impression, and if he comes to our championship again he will be welcomed, and will be a good attraction. He is one of the most deliberative, meditative players I have ever seen. But I wonder what the Americans will think now when one who could barely qualify for their own championship came so near to winning ours. Or rather, I do not wonder. Mr. Schmidt plays the typical American game, as I have seen it played in different parts of the States. It is a game for taking the nearest and straightest line to the hole in all circumstances unless very good cause for doing something else is indicated. It is a game without any fanciness about it; but it is a good and most remunerative game, and it is one that would have done some damage in the final. That final was disappointing. I believe that Mr. Harris, who got there with Mr. Hilton, can play this game as well as anyone in the world of amateur golf, and for two days before the final he did so. But he did not feel happy and comfortable enough in his match against the old champion to win it, and that is just all there is to say. Experience once more



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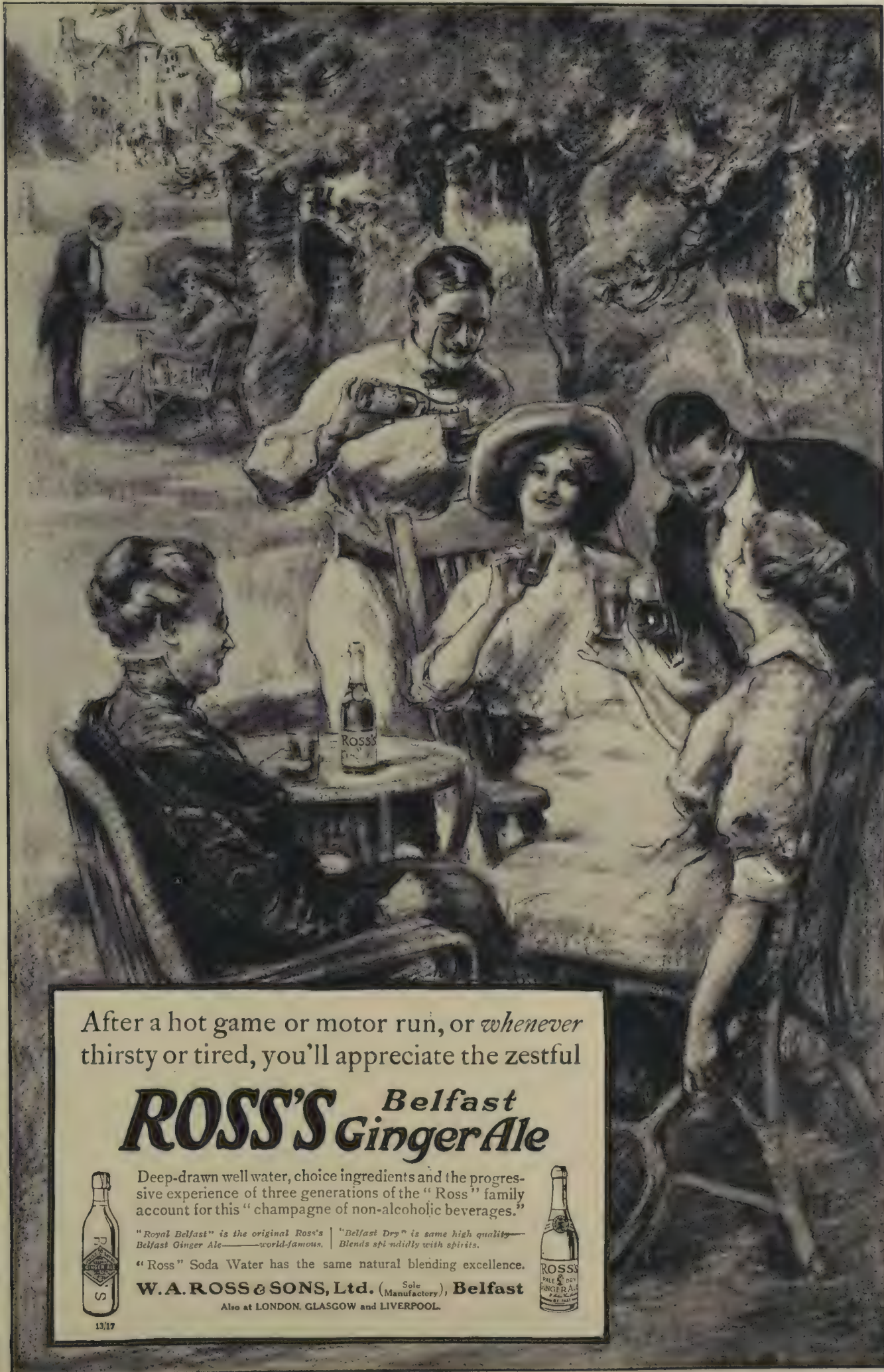
told its tale. The best way to win a championship is to win one beforehand as a practice game, and then not care whether you win the next one or not. That, coupled with the indispensable skill, is why Mr. John Ball wins them nearly as often as he wishes, and why Mr. Hilton seems to be following in his footsteps now. HENRY LEACH.

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## TWO BOOKS ON AFRICA.

"Dawn in Darkest Africa."

European peace is largely governed by the African problem, and we have only to recall events in Egypt, the Soudan, and Morocco for proof of the statement. There is yet serious danger of disputes between the Powers in connection with their African possessions; and, with more un-

settled boundaries than any other continent, Africa seems destined to be a disturbing factor in world politics for some time to come. Mr. John H. Harris has written a most important and highly interesting work bearing on this matter, to which he gives the title "Dawn in Darkest Africa" (Smith, Elder), with an introduction by the Earl of Cromer. The author has had fifteen years' experience of West Africa, and recently he made a journey of five thousand miles through the Equatorial regions. Engaged upon missionary work, he has a point of view quite different from that of the ordinary traveller, or of the official or trader. In the earlier portion of the book one is occasionally irritated a little by the florid "missionary style" affected. But this is merely a passing defect of diction, and when Mr. Harris gets into his subject he writes with a simplicity and force which are admirable. The book, in the main, is a frank criticism of African affairs by a man with high Christian ideals. By his character he has won the confidence of the natives, and he is not intolerant or unpractical when dealing with the officials and traders who control African affairs. The history of European occupation of Africa is terrible in many ways, and Mr. Harris's revelations about the slavery in Portuguese territory, the horrors of the Leopoldian rule in the Congo, and the errors of French and German administration will pain many a reader. In splendid contrast stand out the results of British methods based upon justice and fair-play. The British possessions are progressing most rapidly, for the natives are encouraged and educated to be landowners

and free workers. Compare this condition with the slave labour and the cruel exploitation of natives in other possessions, and one cannot wonder at the poverty, the misery, and the rapid decline in population which have made the labour problem acute in these regions. But Mr. Harris does not hold up the British officials as models of perfection. He severely castigates them for their snobbishness towards traders and educated natives, and he warns us of many

give Germany the opportunity she seeks in colonial enterprise.

A South African Pioneer.

Mr. Scully in his time has played many parts. His "Reminiscences of a South African Pioneer" (Fisher Unwin) are those of shepherd-boy, trader's clerk, diamond-digger, gold-miner, trader again, and lighterman, from which last ungenial occupation he was rescued to place his foot on the

ladder of the Colonial Civil Service as magistrate's clerk. It is a curious and entertaining picture the author draws of South Africa in the 'sixties and 'seventies, when the country was "in the raw," and the mining industry at its rude beginnings. The book owes much of its attraction to the types of men described, for Mr. Scully's acquaintance was extensive and varied, embracing the late Mr. Cecil Rhodes and his brothers down to the rogues and wastrels whose vagaries lend colour to the life of the mining camp. The author was, surely, one of the most unfortunate of men in his early days. He might have been the discoverer of the Kimberley diamond-fields had fear of chaff not deterred him from asking the loan of tools to prove his faith in the possibilities of a certain hole; he toiled for months on one "claim," to give it up, and eventually see the town of Barberton rise on the ground whose wealth had escaped his own grasp; and he abandoned another after long labour, to see it become eventually one of the richest properties of the Transvaal Gold-Mining Company. But he has enjoyed compensations; memories of the life of the mining-camp are to be treasured, and the friendships made were firm. Mr. Scully killed his share of big game in the days when

the veldt knew few but native hunters; and if he went through the trials of fever, occasional semi-starvation, and dangers from natives, wild beasts, and reptiles, he took these as incidental to a free and careless life. His unassuming narrative is packed full of incident, and makes most interesting reading.



OBVIOUSLY PLEASED WITH THE RESULT OF THEIR EFFORTS; DELEGATES WHO SIGNED THE PEACE TREATY LEAVING ST JAMES'S PALACE.

The Treaty of Peace between the Balkan Allies and Turkey was signed at St. James's Palace on May 30. The chief delegates were Dr. Danell (Bulgaria), M. Novakovich (Serbia), M. Skouloudes (Greece), M. Popovitch (Montenegro) and Osman Nizami Pasha (Turkey). Dr. Danell (with beard and spectacles) is in the centre of the group shown in the above photograph.

serious dangers into which our administration is drifting. This remarkable book concludes with the daring suggestion that Germany should be allowed to purchase a portion of the Belgian Congo, and, in exchange for part of the French Congo, adjust affairs with France in Alsace-Lorraine. By this arrangement, a consolidated African empire would



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## THE "SENKI SZIGETE" (NOBODY'S ISLAND) OF A FAMOUS HUNGARIAN NOVEL: ADA-KALEH.

SUPERFICIALLY, at least, two days after its formal annexation by Hungary, the Island of Ada-Kaleh appeared to be entirely unmoved by that epoch-marking event. It takes a great deal to upset the equanimity of the Turk, to stir him to protest against the *fait accompli*; and the inhabitants of Ada-Kaleh, living though they do somewhat after the reputed fashion of Mahomet's coffin, midway (in their case) between Serbia, Roumania, and Bulgaria, in the broad stream of the Danube, far from the rule of the Padishah—as indeed hitherto from all rule whatever—the inhabitants of Ada-Kaleh are Turks to a man (The women, consequently, do not count.) Besides, this is not the first time such an event has happened: over thirty years ago the island was annexed by Austria, and things went on just the same. One does what one likes in Ada-Kaleh. The Jazaar probably found it a fresh topic of conversation, but in these parts politics are as essential to life as coffee and cigarettes; if presently taxes and military service should be imposed and exacted, that will be the will of Allah. . . .

Those readers of *The Illustrated London News* who are acquainted with the writings of the famous Hungarian novelist, Jókai Nór, will remember that much of the scene of what is perhaps his greatest work, "Arany Ember" (The Gold Man), is laid in Senki Szigete, which is to say, Nobody's Island—in actual fact, Ada-Kaleh. But Ada-Kaleh is less the setting for a novel than for a dream, so fantastically unexpected it is, such an anachronism. Surrounded on all sides by massive fortifications, isolated from the world and the twentieth century by race, religion, manner of life, and (most potent factor of all) by the smoothly flowing Danube, it has been left to dream undisturbed these many years. The island, with its ancient forts and ramparts, its Mosque and Turkish cemetery, its bazaar, its Oriental inhabitants, would not seem out of place off the coast of Arabia Felix—would present nothing incongruous as the setting of one of the stories from the "Thousand and One Nights." And behold, this week, enter suddenly into the middle of the dream the comparatively prosaic figure of the Hungarian Főispán (Chief of Department) and four Csendörök (Gendarmes). There is nothing more savouring of reality than a Csendör, unless it be possibly a Főispán. The island



ON AUSTRIA-HUNGARY'S NEW ISLAND: A STREET SCENE IN ADA-KALEH.

In the background may be seen three "Honvéds" (Austro-Hungarian Gendarmes) in fatigue uniform.



MORE TURKISH THAN TURKEY, AND LITTLE AFFECTED BY ITS CHANGE OF MASTERS: ADA-KALEH. THE ISLAND IN THE DANUBE RECENTLY ANNEXED BY AUSTRIA-HUNGARY.

is formally annexed; Dr. Zoltan Medve enjoins the inhabitants in a proclamation to consider themselves hence-

forward Hungarian citizens; Senki Szigete is transferred to *Krassó Szörény Megye*: Nobody's Island becomes a prosaic section of the Hungarian department of *Krassó Szörény*!

And apparently the inhabitants don't care a hang! The twentieth century may hustle on; the outside world may learn to fly on the latest type of aeroplanes, but the most suitable aerial conveyance to Senki Szigete remains a Magic Carpet!

Amidst vines and roses, protected by frowning walls and flowing water, "the world forgetting, by the world forgot," it remains all that is most Turkish, compactly epitomised in something under a square mile. It has had a stormy past, and has seen many wars, but now it dreams. The fact that it is Turkish is indeed immaterial: it happens to be Turkish of the Turks, but there is nothing in Turkey quite so Turkish, for even Turkey has to some extent moved with the times. This peaceful spot has stood still, and is unique; it is Nobody's Island, the island of a dream. It speaks Turkish, but in its own special idiom. The tombstones in the cemetery, with their turban-heads, are essentially Turkish, but *Ada-Kaleh* Turkish. Turbans, yashmaks, harems—all these and such-like it has, as the Turk has them, but in some indefinable way localised and distinctive.

With no taxes to pay, no military or other national service to perform, Ada-Kaleh must indeed have been to its inhabitants an Arcadian spot. There were certainly, as a matter of form, always a couple of *honvédek* (Hungarian soldiers) on the island, but Ada-

Kaleh has invariably absorbed them; they came—and they stayed to dream. There was also a *Mudir*, but also as a matter of form. A *Mudir* is necessary to the Turkish scheme of the universe, and it is to be presumed of *Mudir* Eddin Bey that his dignity sufficed; his position must have been a sinecure, and the amount of pay he actually received probably corresponded with that of his official labours. He certainly bestirred himself to protest against the annexation; he had heard nothing of it from his superiors, so was told that he could remain until he received official instructions to quit. But the *Mudir* was obviously an artist. He vanished, and has not since been heard of!

But Ada-Kaleh preserves the even tenour of its way. With no noise, no haste, no rule, the days continue to drift away upon the placid surface of the river. And it is to be hoped that so it will ever be allowed to remain.

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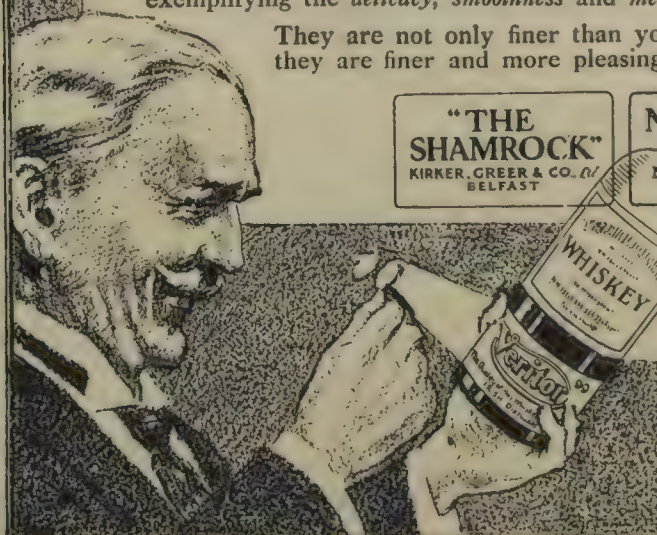
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## ART NOTES.

IT has been given at many seasons to Mr. John or Mr. Orpen or Mr. Wilson Steer to make a "New English" exhibition famous. When none of these had been industrious in sensation, Mr. Sargent or Mr. Will Rothenstein or Mr. McEvoy or Mr. Max Beerbohm could be depended upon to exceed the usual limits of brilliance. At the exhibition opened last week the flag is kept flying by none of these, but by an artist who was the master of half of them.

If Mr. Orpen's "Myself" does not hold the field, it is not because it is less admirably painted than "The Café Royal" or than "The Mirror," one of the notable things in the McCulloch Sale. "Myself," as paint, is vastly more accomplished than "The Mirror"; the difference between the paint of the one and of the other can only be measured by time, by the twelve years of swift and steady progress that separates them. But the humour of "Myself" is not, like its technique, on the march. The looking-glass, or

Unizl, manner is generally very serious. If I mistake not, Mr. Guy Alexander's picture called "The Framp," hanging near to Mr. Orpen's, is a portrait of the artist. I judge it to be so from the earnestness of the expression.

Mr. John, whom one remembers in a general way as having made up the whole of the last exhibition, contributes no painting to the one now open; and the large cartoon, "The World," is not sufficiently original to be important. But it is strangely beautiful—more beautiful than the lady with jutting hip and moon-like face who, in Eastern art, has inspired the "New English" draughtsman. Mr. Wilson Steer's "Inner Harbour" suggests that he has been spending his days among Ibrabazon water-colours. It has a mannerism somewhat less heavy than Mr. Steer's own, as if he had been translating from another medium and style. His "Portrait of Mrs. Hugh Hammersley" also has beauty, but illustrates a curious change of picture-gallery manners. Never before has a hand been offered to the public in a state of such ragged unfinished. Mr. Charles Stabb contributes another elaborately simple, and excellently painted, composition, called "Bargees"; and Mr. Gere and Mr. Lucien Pissarro both show delightful pictures on a small scale. Mr. Mark Fisher paints with greater charm and no less mastery than usual, and is banished to a back room in consequence. "Myrtle," by Mr. Ambrose McEvoy, is full of gracious line and colour, and Mr. Will Rothenstein's "Young Bengali at his Devotions" is perhaps the most complete picture in the exhibition.

But it is with Mr. Tonks that the responsibilities of the exhibition rest. His pastels are more engaging than anything upon the walls, and to them one returns to fix the extent of one's entertainment. Bakst himself is



PROBABLY THE OLDEST PLACE OF CHRISTIAN WORSHIP IN ENGLAND: THE SEVENTH-CENTURY SAXON CHURCH OF ST. LAURENCE, BRADFORD-ON-AVON, WHERE A MEMORIAL SERVICE WAS RECENTLY HELD.

The Church of St. Laurence, Bradford-on-Avon, was founded in the seventh century by St. Aldhelm, a Bishop of Sherborne, and a service is held annually in it on May 25, the anniversary of St. Aldhelm's death. The sacred character of [the building had been forgotten, but was traced by a former Vicar of Bradford. It resembles a church at St. Dié, in the Vosges, also said to date from the seventh century.

infinitely farther from the spirit of the Russian ballet than Mr. Tonks in "Les Sylphides." He has used his pastel with Degas-like skill in rendering the world of artificial light and movement. Pastel has exactly the proper quality for the look of things on the yonder side of the footlights: it is the cosmetic of the Muse. "Whit Monday" is less interesting, but in both "After the Bath" and "Mrs. St. John Hutchinson," the Slade Master's mastery of his medium has the happiest consequences. Mr. Tonks sends his young men from Gower Street helter-skelter to the race for originality. It may be observed that he does not join it. He is a figure who will be one of the most interesting, and puzzling, of the period to the Berenson of the future. He is responsible for our Johns and Orpens; but he himself keeps in the remote past: his "dates" with Degas. E. M.



THREATENED WITH PARTIAL EXPORTATION TO AMERICA: THE THIRTEENTH-CENTURY FRENCH ABBEY OF ST. MICHEL DE CUXA.

The old Abbey of St. Michel de Cuxa has been bought by an American sculptor, Mr. George Barnard, and it was recently reported that he intended to take the most interesting parts of the ruins to the United States. Efforts to prevent it have been made by the local authorities and the French Government. The matter was taken up in Parliament by a Deputy for the Department of the Pyrénées Orientales, who urged that, as the ruins were about to be classed as a historical monument, they should not be disturbed.

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## MISSIONARY INFLUENCE IN CHINA.

THE author of that extremely entertaining and fascinating work, "Men and Manners of Modern China," has thought fit to entitle his new book, "How England Saved China" (T. Fisher Unwin). Bishop Macgowan no doubt honestly and sincerely believes that the title is not misleading, but the general public may be permitted to question whether China has indeed been saved; and there may not be wanting cynical Europeans to smile at the suggestion that this salvation has been accomplished by England. As to foot-binding, to which Bishop Macgowan devotes a very large part of his *apologia pro vita sua*, and for the reform of which he takes the entire credit, it is difficult to see what that has to do with Christianity. Torturing the feet is a deplorable custom which has obtained among the women of China for many centuries, but surely is not more un-Christian or more injurious than the still more deplorable custom of confining the female waist and deforming the female body by means of instruments of torture called stays, which is still commonly practised in Christian countries. If the Salvation Army lasses, to say nothing of the gentle Suffragettes, could but be induced to start a "Heavenly Figure" society, it would be interesting to watch the result. By freeing the female waist from binding, the race might conceivably be greatly improved and much sickness and suffering prevented. Be that as it may, China is not yet saved from opium, nor is it likely to be, though not an ounce were imported from India. China can and does produce her own opium; moreover, excessive indulgence in opium is not very widely different from excessive indulgence in alcohol. The above remarks may read rather brutal and unsympathetic towards missionary effort in the Celestial Empire; and we therefore hasten to add that our own experience has led us to form the highest opinion of, and to conceive a vivid admiration for, the civilising labours and courageous, not to say heroic, unselfishness of the Christian missionaries of all denominations in that unhappy land, where human life is held so cheap and the oppression of the poor arouses the pity of every kindly heart. But it is not wise to over-state a case. The Christian missionaries in China have done such excellent work in the past, and are such tremendous factors for good in the present, that their cause is more likely to suffer by exaggeration than by understatement of facts. For the rest, the book is well

written, in the nervous style which the author wields so well; it is honest, free from cant, and abounds in striking pictures of Chinese life. The illustrations are excellent, though often disconnected from the text.

Yet another shilling series has been launched on the book market, under the title, "The Nation's Library," published by Collins' Clear-Type Press. Its aim is to give "specialised information by the most capable authorities" on various subjects connected with modern life. So far the series has a more distinctly political and economic character than some of its competitors, although there



TO THE NORFOLK BROADS FOR A BRACING, OPEN-AIR HOLIDAY! HORNING FERRY.  
"Below Wroxham the Bure flows through wooded banks to Wroxham and Salhouse Broad, to Horning Ferry, that popular halting-spot, with its pleasant old inn, and on to Rasworth Broad."

are one or two literary volumes forthcoming. The first batch, already issued, includes: "Socialism and Syndicalism," by Philip Snowden, M.P.; "Sane Trade Unionism," by W. V. Osborne; "The Practical Side of Small Holdings," by James Long; "Industrial Germany," by W. H. Dawson; "Eugenics," by Edgar Schuster; and "Modern Views on Education," by Thirleton Mark. The books are tastefully produced, and each has a portrait of its author as frontispiece. So far as we have had time to examine their contents, the task of the authors appears to have been very well performed.

AN IDEAL HOLIDAY LAND—AND WATER:  
THE NORFOLK BROADS.

MOST alluring in early summer, when Nature is at her freshest and before the tourist season is at its height, is the glorious holiday district of the Norfolk Broads, that region of calm lagoons linked by some two hundred miles of reed-bordered waterways. Here may be found, within half a day's journey from London, perfect conditions for a restful and idyllic holiday, and one, too, that may be enjoyed thoroughly without any great expense. For a party of eight or more, a Norfolk wherry can be hired for about £10 a week, including the services of skipper and cook—an outlay that practically covers everything save the cost of provisions. For smaller parties, all kinds of lesser craft can be obtained, at a relatively smaller expense. "Once aboard the lugger," all the delights of the Broads are at the command of the adventurer. There are various convenient starting-points, such as Wroxham, Yarmouth, or Lowestoft, and the variety of the cruises that can be made is practically unlimited. The Broads offer endless attractions to the artist, and the benefit of their soothing influences on town-racked nerves is incalculable. Excellent facilities for reaching this delightful district are afforded by the Great Eastern Railway, whose local stations also enable the holiday-maker, if so desired, to move quickly from one part of the Broads to another. The journey from London to the Broads is quite a short and easy one. It is possible, for instance, to breakfast in town, and by lunch-time to be fishing at Horning.

Of making many series there is no end, and a new one has recently been issued, by Mr. B. T. Batsford, that offers many attractions, both outward and inward. The central idea which unites the volumes is a little indefinite, in fact, it might be difficult to guess the name of the series from their titles. Here they are: "Friendship," by Clifford Bax; "The Joy of the Theatre," by Gilbert Cannan; "Divine Discontent," by James Guthrie; "The Quest of the Ideal," by Grace Rhys; "Springtime," by C. J. Tait; and "The Country," by Edward Thomas. Not many, perhaps, would guess that the general title is "Fellowship Books," being "a new contribution by various writers toward the expression of the Human Ideal and Artistic Faith of our own day." However, "What's in a name?" It is enough that we have a very charming set of essays. The price of the books is 2s. net each.



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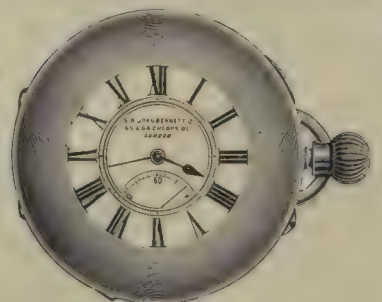
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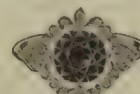
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## THE IMPERIAL SERVICES EXHIBITION AT EARL'S COURT.

It is peculiarly appropriate that in the year which has been dominated by the war in Eastern Europe the always popular exhibition at Earl's Court, which was opened on Saturday by H.R.H. the Duke of Connaught, should deal with the subject which is still uppermost in men's minds.

Guns and the munitions of war meet the eye on every side, and the attentive visitor who does not content himself merely with the reality of what he sees, but gives sway to his imagination, will be able to take away with him an accurate portrayal of life as it really is in the Navy and Army. This will be the more readily understood when it is remembered that the Exhibition is under the combined auspices of the Admiralty and the War Office, both of which have lent valuable collections of exhibits, that of the War Office alone being worth close on £20,000.

The Senior Service will naturally claim most attention, since the great spectacular effect which is shown in the Empire Theatre deals with the Navy both in peace and war. No British subject, to whom the name of Nelson is still one to conjure with, can fail to feel a thrill of pride when he enters the building and sees the great arena flooded to represent a bay in which the

the cliffs, crowned with seemingly impregnable fortresses, jut out, forming two rugged headlands with a rift between, making the entrance to the city's harbour. Against that



AS IT WAS IN SOUTH AFRICA: AN ENTRENCHMENT AS MADE ON THE VELDT—IN THE IMPERIAL SERVICES EXHIBITION AT EARL'S COURT.

The Imperial Services Exhibition at Earl's Court was opened by the Duke of Connaught on May 31. A great feature is the display of "Naval and Aerial Warfare," by model war-ships and air-craft, in the Empress Hall. There are also many interesting exhibits illustrative of warfare on land.

city—which, happily, has no prototype in any that ever was on land or sea—a detachment of the British fleet is sent. These are represented by models of the battle-ships *King George V.*, *Thunderer*, *Colossus*, and *Neptune*, the battle-cruisers *Queen Mary* and *New Zealand*, and the destroyers *Swift* and *Phoenix*—all among the most modern of our ships, and thus giving a vivid idea of what the newest men-of-war look like.

Night falls, and through

the pale moonlight the lights of the houses cleave the air with shafts of red, presageful of the deeds of blood and fire which are soon to devastate the beautiful city and its

inhabitants. Presently, one of the cruisers of the enemy, in attempting to run the British blockade, is fired upon, and the forts of the harbour open fire on the British ships.

Shots ring out in quick succession. The guns spit fire, lighting up the darkness with a lurid glow. Building after building in the city catches fire. Higher and higher the flames leap, and the smoke curls upwards until the city is aglow with red. When the dawn breaks, the firing still goes on, and the slanting rays of the rising sun turn the waters to the colour of the blood which Britain's sons are always ready to pour out freely at the bidding of their mother.

It is an episode which every visitor to the Exhibition will want to see, coupled as it is with the suggestion of what such a battle will be when the air-craft, hurtling in the sky, are able to attack the ships with high explosives dropped from the clouds.

Interesting, too, for those who want to get an idea of the way in which our ships prepare in peace for the evolutions they have to perform in war is the carrying-out of the various technical exercises by these models, while the royal yacht *Victoria and Albert* steams up and down the lines. Insensibly she makes the onlooker think of her recent voyage across the North Sea, when she took the King and Queen on the beautiful mission which has strengthened the bonds of amity between Germany and our country.



MILITARY BRIDGE-BUILDING AT EARL'S COURT: A TRESTLE BRIDGE UNDER CONSTRUCTION AT THE IMPERIAL SERVICES EXHIBITION.  
Photograph by Kate Praeger, Official Photographer to the Exhibition.

blue overhanging sky and fleecy clouds are reflected to give a subtle suggestion of the deep waters about whose distant shores a picturesque city nestles. On either side



PART OF THE NAVAL DISPLAY AT THE IMPERIAL SERVICES EXHIBITION: MODEL GUN-BOATS IN THE EMPRESS THEATRE AT EARL'S COURT.  
Photograph by Kate Praeger, Official Photographer to the Exhibition.

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*(Continued)*

attract many visitors as is the exhibition of the miniature models of the navies of the world.

From the point of view of the Army, these models are balanced by several representing various army corps, both at home and on service in distant parts of the Empire. Together, they make an exhibit which will gladden the heart of every boy, and incidentally deplete his father's pocket, for he will assuredly want his stock of soldiers augmented in order to realise for himself the trooping of the colour, a royal review, or one of the other groups which have been so excellently designed and carried out. It is, however, at the far end of the western gardens that the Army has its great show. This reproduces an entrenched camp, with life as the men live it in some distant outpost where they have little more than brains and rubbish to make a fortified position in which they may rest secure, their field-guns peeping ominously from the embrasures in the shelters made of sandbags and corrugated-iron sheeting, with such adventitious pieces of rock as the surrounding country affords. Here, too, may be seen an armoured train, armed with pom-poms and maxim, to remind the peaceful stay-at-home how men are transported through the enemy's galling fire which takes them into the very portals of death.

Finally, there is the equipment for the wounded who, in Tennyson's glorious words, come back—

... through the jaws  
of Death,  
Back from the mouth  
of Hell

There is the Red Cross enclosure, where the white tents, with the blood-red cross upon them, gleam in the sunshine.

Looking on these tents and all that they contain for the work of mercy that goes on in them, it needs no imaginative gift to appreciate how beautiful is the mission of the

delicate-handed nurses who tend the wounded, turning anguish into ease and torture into comfort, and proclaiming in the matchless eloquence of silence the immortal truth, "Peace hath her victories no less renowned than war."

Canon Allen Edwards, of All Saints' Vicarage, South Lambeth, appeals for subscriptions to help him to take 2000 South London children to Herne Bay on July 23,



WILL SHE BE THE LAST OF THE BATTLE-CRUISERS?—THE "QUEEN MARY," WHICH RECENTLY WENT TO DEVONPORT FOR HER TRIALS, LYING OFF THE TYNE.

In his speech on the Naval Estimates, Mr. Churchill suggested that the building of battle-cruisers might possibly cease for the present. If so, the "Queen Mary"—the third of the "Lion" type (the other being the "Princess Royal")—may perhaps be the last of her kind. She was laid down by Messrs. Palmer, at Jarrow, on March 6, 1911, and launched on March 20, 1912. Recently she went to Devonport for gun-mounting and her power trials. After that, she is to return to Jarrow for completion. She has a displacement of 27,000 tons, and an armament including eight 13.5-inch guns and sixteen 4-inch.

and 1000 to Ashted Woods the week before. "It is a big work," he writes, "the railway bill alone last year was £205, and the caterer's, £139; but it was worth it all to give a whole day's sea-breezes and enjoyment to 3000 young people who would not otherwise have had them."

## GREUZE AND HIS MODELS.

IF Greuze's "romance" is still to be paraded, Mr. John Rivers is the man 'o do it; his new book, "Greuze and His Models" (Hutchinson), could not conceivably be bettered, or worsened, in its own kind. The first chapter, called "Of the Greuze Girl," begins: "All the world knows her, and no one who has seen her can ever forget the sweet sting of her beauty. . . . The noon-day sunlight seems to have got entangled in her hair, and young men dream o' nights of her warm and palpitating throat." The Greuze Girl has palpitations all through the volume: on page 202 we find her with her eyes closed, "her nostrils gently palpitating, and her breath escaping softly from her quivering mouth." She becomes, as the tale unfolds, a hussy, a sly minx, a virago, a mother of many children; but Mr. Rivers manages, withal, to keep her throughout his pages as Greuze kept her throughout his pictures, somewhere in the 'teens. We have all the sordid story of the painter's squabbles with his wife; but, lest our interest flag, her youth is prolonged. Mr. Rivers insists on associating the pictures with Anne Gabrielle. The engagement scene between Greuze and the Girl is fully described: "Her hair came down, and fell in many ringlets over her shoulders. How was it possible to resist a girl who looked so ravishingly beautiful in her sorrow? The reader may judge for himself by the picture in the Wallace Gallery called 'Grief.'" Even at the last, when the painter came to trade more and more on the loathly expression of false innocence which accentuates the corruption of his themes, Mr. Rivers makes out that the wife, by that time hated and hated, was his model. The book is fully illustrated, and carefully and charmingly produced.

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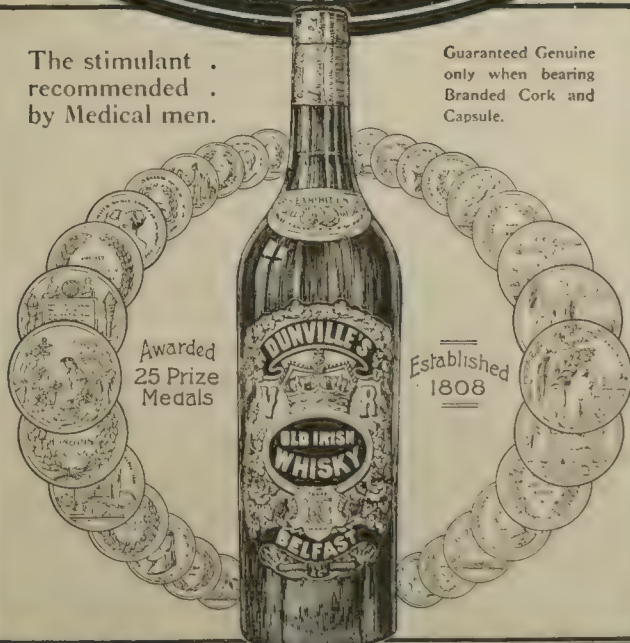
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## MOTOR POLO.

A "SENSATION" FROM AMERICA.

POLO with motor-cars instead of ponies! The very idea is full of sensation, conjuring up in the mind a vision of reckless, dare-devil drivers plunging and tearing across the narrow area of a polo-ground, now skidding round on two wheels, now pulling up dead with all the brakes a-squel, and then suddenly, and with a leap, accelerating to breakneck speed in pursuit of the ball. What marvellous driving must it be! What supernatural sense of anticipation by eye and hand must operate in the two teams to prevent each game becoming a veritable human shambles!—for this game is not played with living, sentient steeds trained to the practice of the sport and as alive to the necessities of every changing situation as their riders; not ponies bred in the tradition of polo and knowing every trick and turn of the game, able to anticipate the desires of the players they carry, quick-footed and alert to save a situation or avoid collision, and knowing as much as is good for them of the ultimate end in view—the placing of the ball between the goal-posts. Instead, there are mere masses of metal, shaped and moulded by men's hands into the representation of one of the most wonderful mechanical entities of modern times—the motor-car. But, wonderful as it may be, the motor-car lacks one thing which is possessed by the horse, as a species, and by the polo-pony in a degree to be envied by many humans—brains. Its muscles may be tireless, it may have no nerves to be jangled, and it may be capable of twice the speed of an express train. Also, in capable hands, it may be the most easily controlled of all things that move on the roads; but it has no other sense of speed or direction than that of its driver.

All this being so, it is easy, as I have said, to conjure up all sorts of nerve-racking pictures of the rush and abandon of this new game which has been imported from

America with a flourish of trumpets as being quite the most sensationally spectacular game ever devised for man's entertainment. Nor has the advance agent been behindhand in booming the sensation of it all. We have been told of the wonderfully "nervy" driving of the motor-poloists; of their superb skill and judgment; and of their indifference to accidents. Hair-raising pictures have been served up to us, depicting a field full of cars, all careering madly towards every point of the compass, most of them on one wheel and none with more than two in safe contact with Mother Earth, with two cars in the centre locked wheel to wheel while their drivers are apparently engaged in deadly combat with weapons which look like a cross between polo-sticks and croquet-mallets. Even allowing a little for the imagination of the artist, the picture would give one to think that one "chukker" of motor-polo is more full of thrills than all the gladiatorial combats of ancient Rome could have afforded in two years. Well, there is sensation in the game, but not to anything like the degree that one had a right to expect after all that has been said of it.

As a matter of fact, after the first five minutes there is nothing in the game, save the same sort of semi-morbid anticipation which takes some people to an exhibition of lion-taming: they go time after time in the belief that ultimately the trainer will be mauled by his pupils, and they would not miss the spectacle for worlds. Motor-polo, as played by the American exponents of the game who made their first European appearance on Saturday last at Ranelagh, is not a game between teams as we should understand the term. Each "team" simply consists of a car and two men—one to drive and the other to play the ball. The latter is about the size of an Association football, and is played by a weapon rather like an exaggerated croquet-mallet. Of course, the cars are merely stripped chassis, with no body-work to speak of, but with an arched hand-rail behind the seats to which

the player hangs on when playing the ball. Of rules there appears to be only one—to get the ball between the opponents' goal-posts. Indeed, the game is one which makes any rule but this a little superfluous.

Saturday's game may be very shortly described. The No. 4 ground at Ranelagh was crowded long before the time set for the commencement, and though there was some disappointment when it was seen that the much-heralded game was to be between single cars, the first motor-polo match to be played in this country by an American team was begun in something very like a breathless silence. At the word to go, both cars came charging down the centre of the ground as though to meet in end-on collision. People breathed freely when nothing happened, and when it was seen that, even though the cars did bump rather more than is good for their mechanical health, there was really very little danger to the players. Of course, it was not polo nor anything approaching it. In fact, it was a little pathetic to see these cars scrambling about the ground endeavouring to give an impression to a crowd of spectators who know all about polo—as the frequenters of Ranelagh do—that this was anything like the real thing. True, the cars were magnificently driven, and the players made the best of what is, to say the least, a very poor imitation of the king of all outdoor games. That this was the impression made upon the minds of the spectators was quite evident from the fact that before the game had been in progress for ten minutes, the crowd had melted and scarcely fifty people remained on the ground. Motor-polo will never be popular in this country.

By the way, it is hardly correct to say that this was the first time the game has been played in England. An attempt was made at the first motor show held at the Agricultural Hall some fifteen years ago, but it was very unsuccessful, and one of the players or a spectator having been injured, the game was stopped, and motor-polo died almost before it was born.

W. W.

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It may be interesting to add the ages of Mr. Collard's children. Reading from left to right—  
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## NEW NOVELS.

## "The Open Window."

Temple Thurston's light pastry hand. Take a garden and singing birds, cover with them—but not too deep; an aged vicar; blend with apple-blossom and a mild death-bed, and season with a maiden's love. The result is a garden-story of a type approved. A few years ago it would have been garnished with the names and foibles of herbaceous plants; but there is at present an agreeable reaction from the rigours of the truck-basket school. Frankly, we should have enjoyed Mr. Thurston's pretty fancy a great deal better if he had not suspected while reading it that its sugary sentiment had no more genuine feeling behind it than comes to the artist in words—Mr. Thurston, in fact—on any fine evening when he takes the air in gardens. We are quite sure, however, that "The Open Window" will please many unsophisticated readers, who will vote it a charming book, and commend it enthusiastically to their dearest friends. Mr. Charles Robinson's gentle illustrations are entirely in keeping with the text.

"Out of the Blue." Paul and Virginia have come to their own again in the last few years. Mr. R. Gorell Barnes's couple on their lonely tropical island are the least artificial, the most wholesomely human, of the shipwrecked pairs

whom recent fiction has brought to light. "Out of the Blue" (Longmans) is a clean and prepossessing love-story. The man with the muckrake, too much in evidence in contemporary bookshops, would never lift his eyes to discover it, or, if he did, he would scoff at its simple trust in the best in human nature. To cast up a vigorous young man and woman on a desert island for a year, a couple romantic-

this is not the age of innocence. He draws a strong picture of the trust and understanding existing between James Graham and Joan Elliott; and his island, while well provisioned, is not too obviously reminiscent of the Swiss Family Robinson. We found "Out of the Blue" noteworthy for its sincerity, and we shall look forward with pleasure to Mr. Gorell Barnes's next novel.



Photo, Casserly.

PRESENTED TO AUSTRALIA BY THE ADMIRALTY: THE IMPERIAL SOUTH PACIFIC NAVAL BASE AT GARDEN ISLAND, SYDNEY. It has been arranged that the Imperial Government will hand over the South Pacific Naval Base at Sydney to the Commonwealth of Australia, who will take over the depot as from July 1. The Imperial Naval Base is to be transferred to Auckland, New Zealand.



Photo, Delmas.

"HOU, HOU, LES TROIS ANS!" FIFTY THOUSAND FRENCH SOCIALISTS GATHERED OUTSIDE PARIS TO PROTEST AGAINST THE THREE YEARS' SERVICE BILL.

A great anti-military demonstration took place on Sunday, May 25, at the Pré Saint Gervais, near Paris, to protest against the Three Years' Service Bill. Some fifty thousand people stood for two hours under a baking sun listening to speeches by Socialists and Syndicalists. The Confédération Générale du Travail had on this occasion united with the supporters of Parliamentary Socialism. As they marched back to Paris they sang the "Internationale," or shouted in a sort of rhythmic chant, "Hou, hou les Trois Ans." Good order was maintained, and when they entered the city banners were furled and the singing ceased.

ally in love, and to have them emerge unscathed from their mutual ordeal! Mr. Barnes will probably be told that

be obtained free on application to the Publicity Department, Great Central Railway, 216, Marylebone Rd., London, W.

"London Voices." (Chapman and Hall) is a collection of Mr. Keble Howard's little dialogues, well known to the readers of a popular daily paper. They express the mood of an hour by the mouths of the Average Person—the world, for Mr. Howard's purposes, being sharply divided into upper (or brainless), middle (or stodgy), and the costermonger class. The voices say the obvious thing on every conceivable topic, and they go on saying it with a persistence that becomes a trifle monotonous. "London Voices" has many amusing pages, and is a volume to dip into at odd moments; but we pray that no critical foreigner may take it into his head to study, from its point of view, the Londoner's level of intelligence.

Goods-transport by railway is a subject which is really full of interest. This is made evident in an attractive booklet issued by the Great Central Railway under the title, "Per Rail." Copies can



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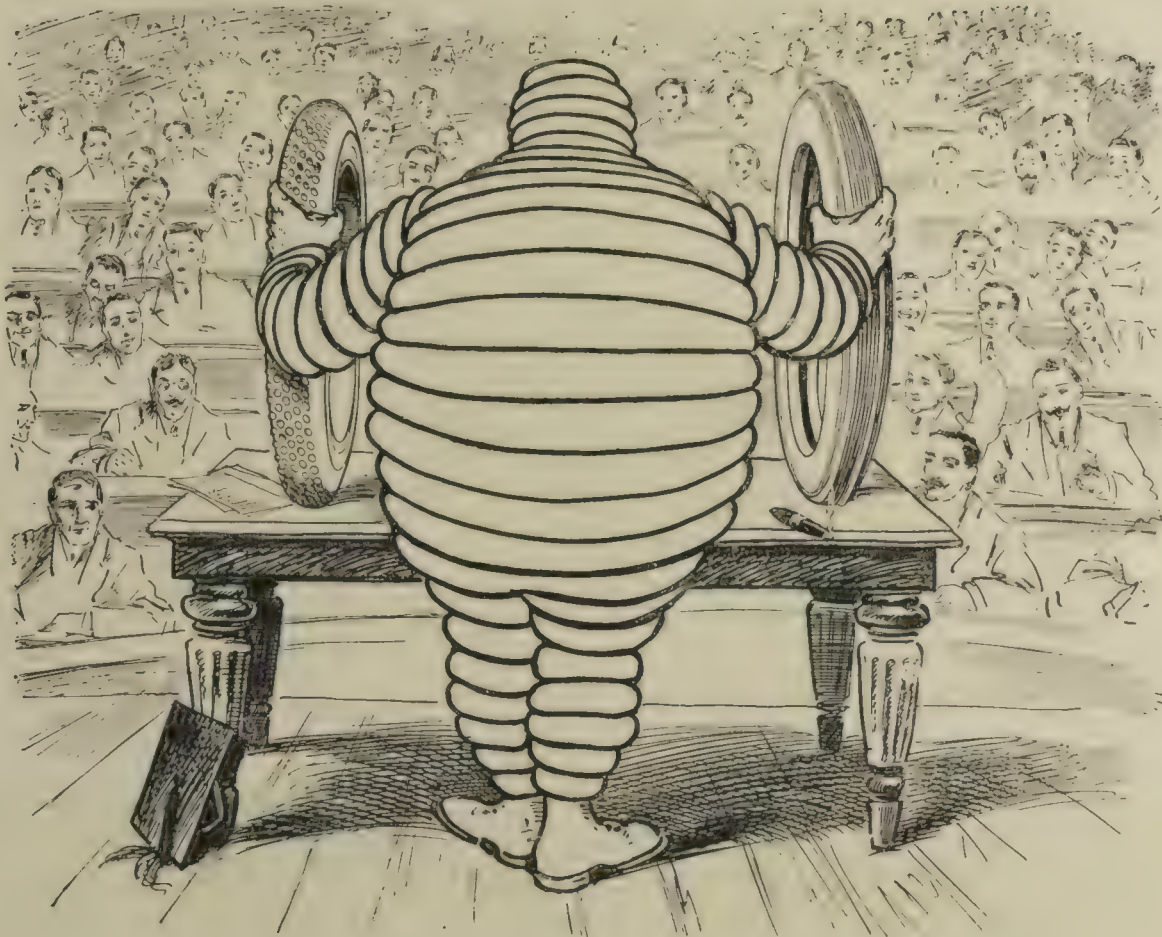
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PRESENTED TO THE IRONMONGERS' COMPANY BY MR. R. C. A. BECK: ONE OF TWO SILVER-GILT CUPS.

Mr. Ralph Coker Adams Beck, formerly Clerk of the Worshipful Company of Ironmongers, has presented the company with two solid silver-gilt cups as a memento of the service of his father (1834 to 1893) and himself (1893 to 1912) as Clerk. The cups were designed and made by the Goldsmiths and Silver-smiths Company, 112, Regent Street.

Macnaghten, Bt., K.C., and the Hon. Malcolm Martin Macnaghten, and Dighton Nicholas Pollock, the value of the unsettled property being £11,673 9s. 11d. The testator gives £7000 each to his daughters who shall marry; annuities of £350 each to his spinster daughters, and on the falling in of each annuity an additional £50 per annum

(Continued.)

life and then for her daughter Odette de Cassin; £2000 each to Dorothy Hornoyd, Henry Hornoyd and Odette de Cassin; and the residue to his niece Winifred Berthe de la Chère.

The will (dated April 20, 1881) of LORD GORELL, of Brampton, Derby, 14, Kensington Park Gardens, and Stratford Hills, Stratford St. Mary, Suffolk, who died on April 22, is proved by Baroness Gorell, the widow, the value of the estate amounting to £69,448 os. 4d. The testator gives £300 to his brother Alan Sedgwick Barnes; £100 to his servant Joseph Webster; and the residue to his wife absolutely.

The will and codicils of LORD MACNAGHTEN, P.C., a Lord of Appeal in Ordinary, of 198, Queen's Gate, and Runkerry, Bushmills, Antrim, who died on Feb. 17, are proved by his sons, the Hon. Sir Edward C. Macnaghten, Bt., K.C., and the Hon. Malcolm Martin Macnaghten, and Dighton Nicholas Pollock, the value of the unsettled property being £11,673 9s. 11d. The testator gives £7000 each to his daughters who shall marry; annuities of £350 each to his spinster daughters, and on the falling in of each annuity an additional £50 per annum

to each of the survivors; £7000 each to his sons, to be increased to £8000 in the event of a trust fund exceeding £80,000; £1000 to his daughter Anne Julia Mary; and small legacies to executors and servants. The Runkerry Estate, and £250 per annum for the upkeep, he leaves to his unmarried daughters for life, with remainder to his son Malcolm Martin, charged with the payment of £2000 each to his other sons Edward Charles, Francis Alexander, Frederick Fergus and Maurice Patrick, but should his son Malcolm Martin refuse to take the said estate, then for his son Edward Charles, leaving it to his discretion to make such provision, not exceeding £8000, for his brothers. The residue of the estate he leaves to his eldest son.

The will and codicils of MRS. MAUD CHARLOTTE OUTRAM, of 9, Oakhill Park, Frognal, Hampstead, who died on Feb. 3, are proved, and the value of the property sworn at £53,809. She gives an annuity of £500 to her daughter Marjorie Isabel, and the residue to her husband, Francis Davidson Outram, for life, and then for her daughter.

Golfers will be glad to avail themselves of a gift offered by The Dunlop Rubber Company, in the shape of a seventy-two page booklet, convenient in size, which should

be of value to all players of the game, even the most experienced. It contains, besides playing hints, the rules of the game and a comprehensive index which enables disputed points to be settled at once. Copies of the booklet may be obtained free on application to the Dunlop Rubber Company, Ltd., Manor Mills, Birmingham.



WHERE A NEW CLUB-HOUSE HAS BEEN BUILT, AND TWO TROPHIES PRESENTED: ON THE BRAMSHOT GOLF COURSE—THE FOURTEENTH GREEN, FROM THE TEE.

On the occasion of the opening of the new club-house of the Bramshot Golf Club on June 14, the chairman, Mr. Henry Bleasby, J.P., is presenting a valuable trophy for stroke competition, while a cup for Bogey competition is being given by the Anglo-American Golfing Society. The course—an eighteen-hole one—is in a beautiful part of Hampshire, and is becoming very popular. The subsoil is Bagshot sand, which makes it always dry, and there are excellent natural bunkers.

No other car has such a record of achievement to its credit as the supreme

## SUNBEAM

as witness these unequalled performances:

**Grand Prix (1912), 3 litre class, 1st, 2nd and 3rd.**  
**Winner of Coupe de L'Auto and Grand Prix de Regularité of £400.**  
**Class E Records (15.9 h.p.), 100 to 1000, 1 to 13 hours.**  
**Class C Records (the first on benzol):**  
**10 laps (standing start), average speed 82½ miles per hour.**  
**Flying Half-Mile: Speed 86.96 miles per hour.**  
**The only car to be awarded the R.A.C. Gold Medal twice, on the only two occasions the cars were entered for Monthly Trials.**

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12-16 4 cyl.  
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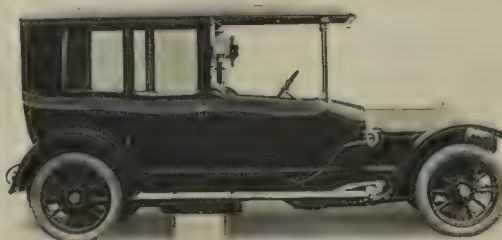
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**ROVER**  
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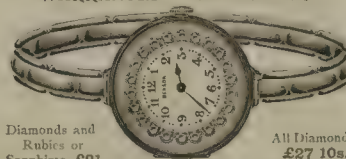
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We have recently issued a Book de Luxe, reproducing in actual colours some examples of the most popular FIAT models. If you are unable to call at our showrooms, a copy will be forwarded on receipt of postcard with name and address.



## THE CHRONICLE OF THE CAR.

Summer and the Open Road. With the advent of summer, which this year seems to have burst upon us with unwonted suddenness, it is inevitable that the thoughts of the motorist should turn to touring and the open road, for it is now that the country is at its best and the roads, having recovered from their

the writers of pessimist stories. I did not, however, set out to write a dissertation on the weather—that very much overdone topic of the Englishman's conversation—but of summer touring. And now that I have started upon it, I am really at a loss to know what to say. It is obviously impossible, within the limits of my space, to treat so wide a subject as it deserves, and, after all, are there not text-books of the subject whose name is legion? Therefore, on second thoughts, I have come to the conclusion that for the details I will simply refer my reader to the aforesaid text-books, wherefrom he will gain far more information than I can give him. But apart from detail, there is much that can be aid of the pleasures of touring by car, and of these I think that the widening of one's outlook on things in general is at once the most valuable as well as the most pleasurable. Undoubtedly, we as a community owe a heavy debt to the motor-car, which has enabled us vastly to widen the scope of our knowledge of men and places.

## The Motor-Car as a Civilising Influence.

I do not think it is going too far to say that the motor-car is one of the greatest civilising influences of the times—I use the term in its widest significance—for it has helped the nations to

a better understanding of each other as I believe nothing else has ever done. In the days before the coming of the car extensive travelling was at once troublesome and costly, with the result that there was comparatively little of it done, and we took our vacations as near home as possible, and expended as little trouble as we could upon them. Then it was that the countries of the Continent and their peoples were as a sealed book to most of us, while we were regarded by the foreigner as a peculiarly insular and undesirable race. The car has changed all that, for the Englishman who in times gone by contented himself with a month in the company of his family at

a seaside resort now takes his people for the Grand Tour by car. Thus he widens his own knowledge and theirs, comes to realise and appreciate that there are other points of view than the purely insular, and that the foreigner is not half a bad sort of person when you meet him in his own country.

Similarly, recent years have seen a great influx of Continental motor tourists to this country, and what has happened to the Briton abroad has had its parallel in the case of the foreign motorist in England. He has discovered that we do not all keep shops, drink nothing but beer, and live on raw beef, but that we are human beings very much like himself, having our good qualities as well as our bad. He returns to his own country with a valuable addition to the sum-total of his general knowledge of things, the while our own people bring back with them a better perspective view of the world than that with which they set out. All this must have an excellent effect upon international understanding. It teaches us mutually



ONE OF THE NEW 1913 MODELS: A 15-H.P. ARROL-JOHNSTON.  
The car is fitted with Continental tyres and a C.A.V. lighting installation.

winter soaking, are not yet cut up into dusty ridges, as they will be later on in the season. There is no more delightful time for an extended motor-tour than early June, provided only that the vagaries of the British climate, assuming that our tour is to be in the home country, ensure us for the time being something like decent overhead conditions. For my own part, I do not mind a little rain when touring—it lends variety, if nothing else—but to have things spoiled by a constant downfall, reminding one of the conditions which must have existed at the time of the Deluge, is about the worst experience that can fall to the lot of the motorist who has determined to make the car the medium of his holiday. However, even in England it does not rain all the time—indeed, as I write, the sun is shining out of an almost cloudless sky, and everything combines to help one to forget that the dreary, dismal days of winter ever existed except in the imagination of



IN MRS. GEORGE CADBURY'S GROUNDS: A 13-H.P. AUSTIN "LEVEE" LANDAULETTE.

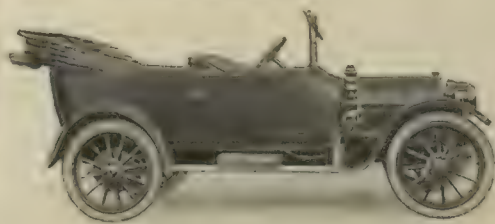
The photograph was taken in the picturesque grounds of Manor House, Northfield, which their owner, Mrs. George Cadbury, opens to the public one day in each week.

to appreciate the standpoint from which each party views things, and to that extent I think the claim on behalf of the motor-car that it is an excellent Minister

(Continued overleaf.)

## BUICK CARS

are equal to many cars costing more than double their price. Their remarkable hill-climbing power, speed and endurance have been endorsed by many thousands of enthusiastic owners: indeed, the life and power of the Buick motor are such that an owner who has once driven a Buick is never quite satisfied with any other car.



Standard Torpedo Body, on 15-18 h.p. Buick Chassis, £325

## BUICK MODELS AND PRICES:

15/18 h.p. two-seater .. .. .	£230
15/18 h.p. four-seater .. .. .	£250
18/22 h.p. two-seater .. .. .	£270
18/22 h.p. four-seater .. .. .	£300

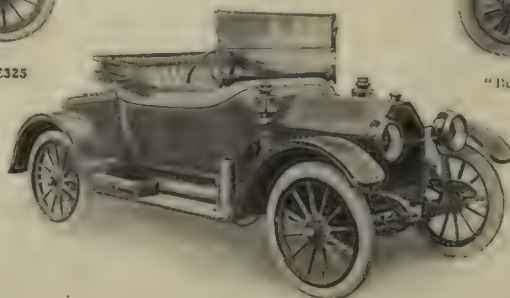
The Prices of both Buick and Bedford Models include the following equipment:

Hood, screen, five lamps and generator, speedometer, two plain and two steel-studded Michelin tyres, jack, tyre pump, horn, tools and tyre carrier.

## An Expert's Opinion

"During the test (400 miles) the weather conditions were very severe at times—the car ran in a way to gratify the soul of any owner. It ran quietly, and it ran powerfully, taking its hills at a speed that was very grateful because nothing could catch it up without permission, and very few things could keep it back if it wanted to pass. It is an excellent vehicle for the tour, for the reason that once familiar with its ways you can forget all about it. It is a car, too, as its splendid record proves, of very notable durability, demonstrated over many years, and of equally notable economy."

"A. J. M. G." in *Bystander*, May 21st.



Empress Two-Seater, with Dickey, on 15-18 h.p. Buick Chassis, £305

GENERAL MOTORS (Europe), Ltd.,  
Bedford House, Long Acre, LONDON, W.C.  
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## BEDFORD English-built Coachwork

combines in the highest degree the qualities of dignity, symmetry and comfort. Both in design and finish it is worthy to rank with the highest class carriage-work. Admired wherever it is seen and gratifyingly durable. Fitted to a Buick chassis it offers a combination of artistic merit and value unequalled at the price.



"Buick Bedford" Streamline Torpedo, on 15-18 h.p. Buick Chassis, £335

## BEDFORD MODELS AND PRICES:

15/18 h.p. with "Ajax" two-seated body .. .. .	£285
15/18 h.p. with "Empress" two-seated body .. .. .	£305
15/18 h.p. with "Torpedo Olympus" body .. .. .	£325
15/18 h.p. with "Buick Bedford" Streamline torpedo .. .. .	£335
15/18 h.p. with "Arcadian" Cabriolet body .. .. .	£355
18/22 h.p. with "Torpedo Olympus" body .. .. .	£365
18/22 h.p. with "Arcadian" Cabriolet body .. .. .	£395

Write for Illustrated Catalogue.  
Trial runs arranged at any time.





Dames of the farthingale and ruff, knights of the gay doublet and plumed beaver, may well envy our sombre modern squires and their fair ladies their

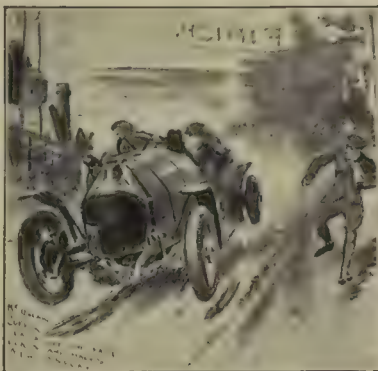
## Lanchester

For beauty of design and finish, and luxurious comfort, no car can equal the Lanchester.

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ASTON HILL CLIMB, May 24.

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"Rudge Wrinkles" and the 1913 Rudge Multi Catalogue are well worth writing for. They will be sent free on receipt of your name and address

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ALL motorists to whom this type of car appeals should send for a copy of a handsome, interesting little book of 32 pages, with the above title. Just issued and offered gratis by the builders of the Vauxhall-Prince Henry, "the finest example of light carriage suited for both travelling and speed work."

The Vauxhall-Prince Henry: chassis £495; two-seated body from £75; four-seated from £100

# Vauxhall

The Car Superexcellent

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of Foreign Affairs and a great civilising influence is fully justified.

**The Car and Its Equipment.** To come from the wider aspects of motor touring to the details of the car and its equipment is possibly a tremendous drop; but, after all, the individual motorist is far more concerned with the comfort of himself and his party than with the good he may be doing to international relations by touring in the Balkans—or anywhere else, for that matter. The question of equipping the car for a tour is so much one of individual taste and requirements that one almost hesitates to give advice upon it. Moreover, cars differ so much in their possibilities of luxury of equipment that it is hard to lay down anything in the shape of definite rules. It is quite a different thing to fit out a car like, for example, the excellent little 11.9 Arrol-Johnston than to equip



IN CALCUTTA A 20-H.P. VAUNHALL CONTRASTED WITH NATIVE CONVEYANCES.

The other vehicles are a couple of bullock-carts and a bund gharry.

touring-body is one with clean lines, comfortable seating accommodation, but otherwise bare as a winter's tree. All the potentialities for the fitting of cunning little lockers and boxes to take most of our travelling kit are ignored, and all we get is a shallow seat-locker which is just large enough to make us wish for more.

I don't want to appear invidious, but that is one of the points I appreciate

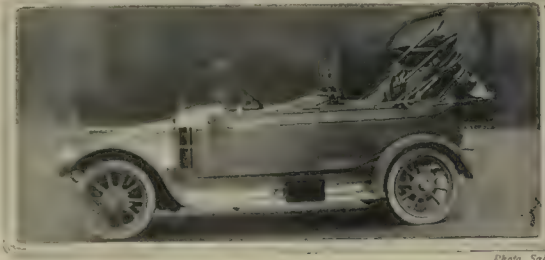


IN HIS 40-H.P. SIX-CYLINDER "DELCO" ELECTRIC SELF-STARTING OAKLAND TORPEDO: MR. JACK DARE AT THE WHEEL.

The price of a car such as the above, complete as illustrated, is £650.

the lordly Lanchester or Austin saloon. In the one case we are limited as to space and carrying capacity, and must necessarily make shift with much in the way of compromise which can be avoided in the case of the other. However, suppose we take the example of a moderate-powered open touring-car—a "Fifteen" Talbot, for example, that being as good an illustration as need be of the kind of car I like to do my own touring with—and see what is essential to comfort and safety.

Now, if all the coachbuilders who specialise in motor-body work knew their business as well as they should, we should not have much to worry about in the matter of luggage accommodation. Their main idea of a



WITH FRONT AND BACK SCREENS, AND "AUTOMATIC" ONE-MAN HOOD: AN ARROL-JOHNSTON CAR BELONGING TO LORD WOLMER.

The Auster Patent Extending Back Shield can be had in a variety of types and patterns.

Now, first as to lamps. For my own part, I have little use for anything but electrics. I have been running a C.A.V. plant lately, and it has quite killed my taste for anything else. The comfort, cleanliness, and reliability of the system are all that can be desired, to say nothing of the way it scores in the matter of convenience. No getting down to light lamps—just a touch of a switch and you have the road illuminated like noonday. Since I took to this system I don't want anything to do with oil or acetylene, so we will not pursue the subject of lighting any farther.

Next in importance in the matter of equipment must be put some adequate means of protecting driver and passengers from

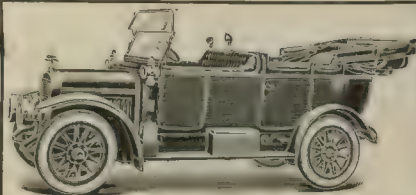
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A ROUGH ROAD IN ITALY A SIX-CYLINDER ARMSTRONG-WHITWORTH TOURING BETWEEN SPEZIA AND PISA.

The photograph shows the extreme roughness of the roads. It was taken near some marble quarries, and the roads in the neighbourhood are repaired with marble chips, which are thrown down and left to be rolled level by passing vehicles.

**'No better  
Car  
on the  
Road.'**



After Exhaustive Tests, Morgan & Co. have no hesitation in guaranteeing this assertion to be *absolutely true* in the case of the

**New 14-18 h.p.  
1913 MODEL**

**ADLER**

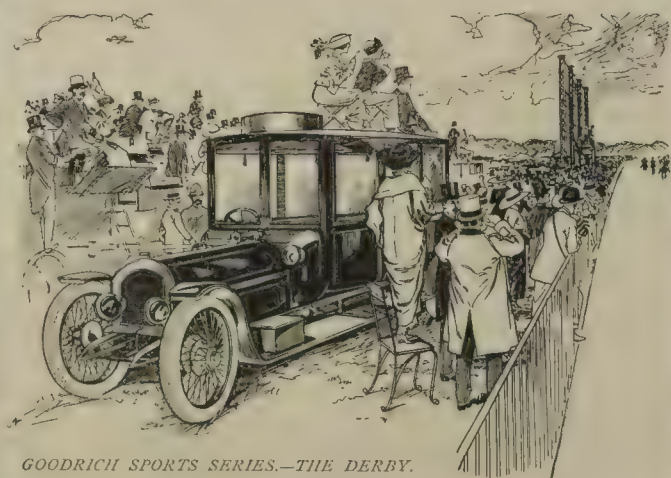
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We invite you to take a Trial Run and confirm the accuracy of the above statement.

Early Deliveries can be given.

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# GUSTAV HAMEL

The hero of the LONDON-COLOGNE flight,  
and

# Continental Tyres

Dear Sirs,

27, Half Moon Street, W.

I have purchased a new 120 h.p. 6-cylinder Mercedes Car, the sizes of the wheels being 875 by 105 and 895 by 135. Kindly let me know what type of tyre you would recommend for such a car.

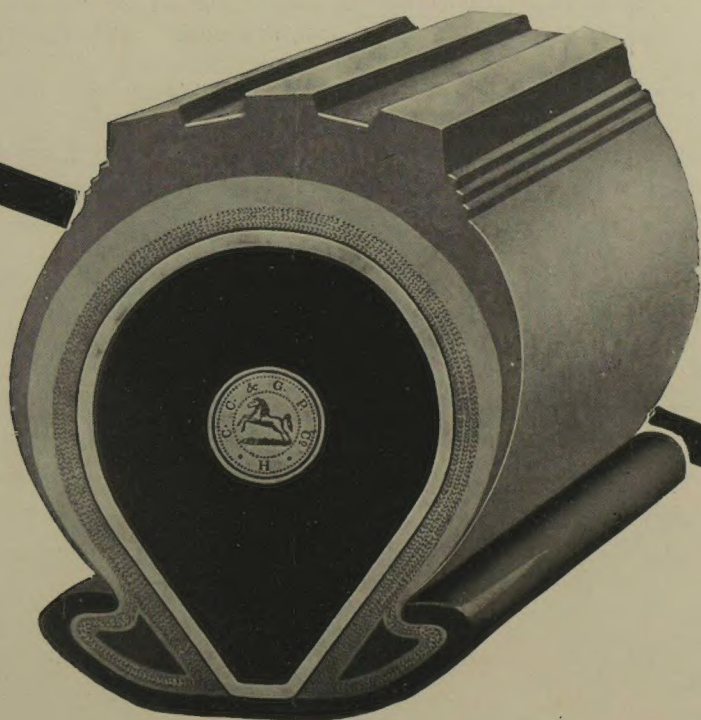
As you know, I had Continental Tyres on my 45 "Daimler" car, which I have used every day since they were fitted, having covered a mileage of well over 6000 on these particular tyres. I had the three-ribbed type on all four wheels, and these are still in splendid condition, and capable of doing from 2000 to 2500 miles more. The front tyres especially are in excellent condition, the ribs being scarcely worn, and certainly still retain their non-skidding propensities to the same degree as when first fitted. This car, I might add, has followed me in my flights on various occasions, and has attained a very high speed.

I, in common with several of my friends, consider the "CONTINENTAL" three-ribbed tyre as the best of its kind on the market.

Kindly let me have your early reply as to the sizes you recommend for the new car, and oblige

Yours faithfully,

(Sgd.) G. W. HAMEL.



CONTINENTAL TYRE & RUBBER CO.  
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3-4, Thurloe Place, London, S.W.

B 329

Try "Continental" Tennis  
Balls of Perfect Balance.



(Continued.) wind and weather, and this, of course connotes hood and wind-screen, unless these are already supplied by the maker of the car as part of his standard equipment. Even should this be so, I personally prefer to have something to say in the matter, and it is only a question of arrangement to get what one wants at the time the car is ordered.

For real comfort in touring two screens are necessary, and I can think of nothing better than the Auster front and back screens, of which several patterns are made, suitable for every type of touring-body. With regard to the hood, this must be of the now well-known "one-man" type—the kind that can be raised or lowered in a very few seconds by a single person. The troublesome pattern which entails alighting from the car and fiddling about with wing nuts which almost inevitably fall into the mud and lose themselves, is an anachronism now—life is much too short to be bothered with it. The Auster people make an excellent hood of a very handy type, which thoroughly fulfils all reasonable requirements.

For the carriage of the heavier part of the luggage the car must be fitted with a good folding-grid at the rear. Nothing, to my mind, is so unsightly or inconvenient as the carrying of



Photo. Randle.  
OUTSIDE MOOR PARK, RICKMANSWORTH, HERTS: AN 18-22-H.P. BUICK-BEDFORD TORPEDOS OLYMPUS.

The above car is by General Motors (Europe), Ltd., proprietors of Bedford Motors, Ltd., Bedford House, Long Acre.

dreaming people generally to a sense of their road responsibilities. Taking it on balance, I am very much inclined to vote for something of the Klaxon or Auto-vox type, and risk being thought offensive.

#### Tyres and Wheels.

Now we come to a question upon which it is possible to express many opinions, according to the particular preferences of the individual. At least, this is the case in the matter of tyres. So far as wheels are concerned, I much prefer the detachable-wire variety to any other. Both steel and wood wheels have their good points, but I think that the balance of merit lies on the side of the wire-suspension type. I need not here go into technical reasons for my opinion—it is sufficient that I record it as it stands. Both the Dunlop and the Rudge-Whitworth are good, and if the motorist specifies either of the two he will not go wrong—he cannot get anything better.

Of tyres, it is only necessary to say that the best thing to be done is to keep one's choice within the circle of the best-known makes. It is not good to try experiments with unknown brands when there is a lot of touring to be done, and one may be let down miles from anywhere through a faulty lot of tyres. It is not a

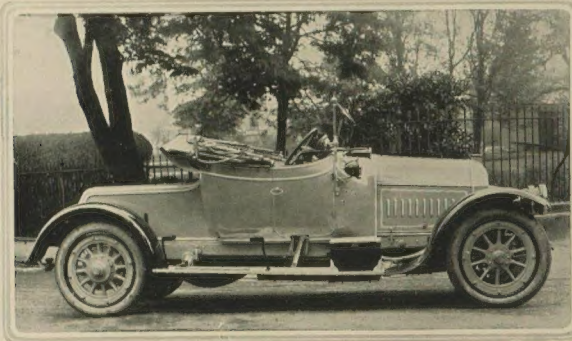


Photo. Birkett.  
FITTED WITH A "CONNAUGHT" BODY: A 1420-H.P. WORM-DRIVEN PEUGEOT CHASSIS.

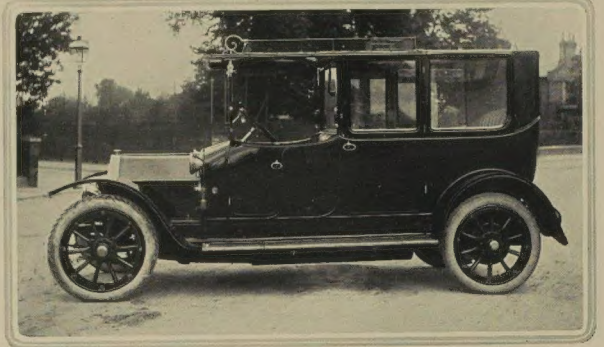
This car, a fine example of the famous Peugeot make, was recently sold by Messrs. Paddon Bros., of 1, Albemarle Street, W.

portmanteaux on the running boards—a very favourite place with some motorists—where they are not only in the way of passengers getting in and out of the car, but

are exposed to wet and mud all through the journey. We must not forget such details as speedometer and horn. The former should have a mileage recorder, showing the total mileage of the tour, and also a secondary or trip recorder which can be set in the morning to show the distance run during the day. There are several excellent makes from which to choose, of which the Smith is a good example.

So far as regards the horn, I find myself rather in a difficulty. I have a rooted objection to those of

the Klaxon type, with their piercing, aggressive note, but, on the other hand, I am bound to say that they are most effective for waking sleepy carters and day-



HANDSOME BODY-WORK: A MAYTHORN LIMOUSINE LANDAUETTE BODY MOUNTED ON A 30-H.P. LANCIA CHASSIS.

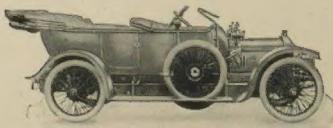
This car has very large side windows, and, not having outside head supports, looks like a limousine. It is painted royal blue with black mouldings and yellow fine lines.

bad plan to choose the tyres with an eye to the country in which most of one's travelling is to be done. For France, Michelins or Dunlops; for Germany, Continentals; (Continued overleaf.)

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ONE MODEL CHASSIS ONLY  
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Springing gear ratio and rake of steering specially arranged to suit particular type of body fitted.



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Daily Graphic, 15/10/12

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"Alegria" in "Town Topics," 18/3/13.

"In one outstanding and exceedingly important point the Straker-Squire stands alone. The makers have produced a motor which is absolutely free from vibration or 'crash' at any speed when the car is driving on the open road. The engine of the Straker-Squire might be bedded in granite for all the vibration set up by it. It is beautifully quiet, fast, and docile." The GLOBE, 9/4/13.

"It has to be acknowledged that, as a light pleasure vehicle, this make is unexcelled."  
—The Chauffeur, 13/2/13.

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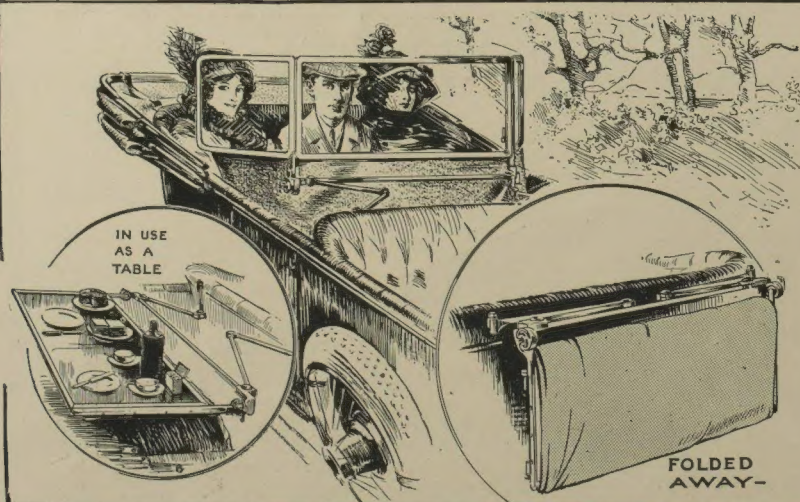
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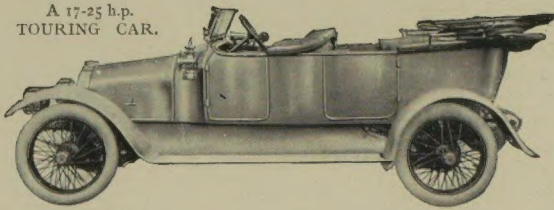
A PERSONAL INSPECTION of "Auster" Shield and Hood Equipment cannot fail to convince you of its unquestionable superiority.

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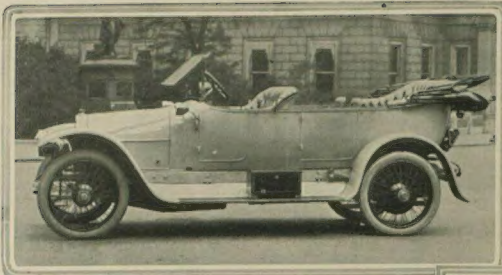


Photo. Wakefield.

LIKE ONE SUPPLIED TO AN EASTERN PRINCE:

A 35-50 H.P. FIAT TORPEDO.

This car is exactly similar to one recently supplied to H.H. Nasrullah Khan, Heir Apparent of Bhopal.

(Continued.)

and so on. If it is a British tour that is contemplated, then the choice can be made wider. For a very heavy car, with easy suspension, Palmer cord tyres are excellent and give splendid results in the matter of wear. For an all-rubber non-skid either the Goodrich or the Goodyear is hard to beat; while if the choice falls upon a steel-studded non-skid, then all the firms I have named make them. Now a word as to how the tyres should be fitted. To my mind, there is nothing to beat the combination of a non-skid tyre on the off-side rear wheel with one on the near side front, and plain or grooved covers on the other two. It is, I think, far better than the more orthodox method of fitting

both non-skids on the rear wheels. It materially lessens the chance of encountering that worst of all motoring experiences, a front-wheel side-slip. I know of nothing that induces such a feeling of utter helplessness in the driver as this particular form of skid. A slip with the rear wheels can be minimised materially by the skilful driver, but all the experience or skill in the world will not prevent the front-wheel skid from finishing itself out. I think we have now been fairly through the essentials of comfortable touring. Of course, there are many little

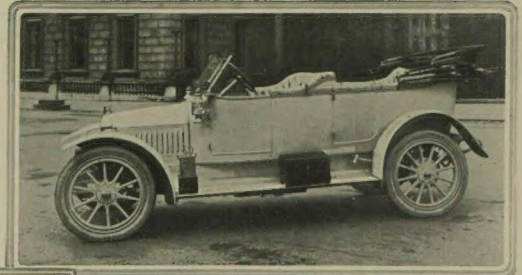


Photo. Tella.

WITH A MORGAN TORPEDO BODY OF SPECIAL DESIGN: THE NEW 1913 MODEL 14-18 H.P. ADLER.

The body was built by Messrs. Morgan and Co., Ltd., of 127, Long Acre and 10, Old Bond Street.

necessary parts of the car's equipment for touring—I mean a mirror for showing overtaking traffic. I daresay that some of my readers will smile, but I am perfectly serious about it. It seems to me that it is becoming a habit of many drivers to overtake and pass without deigning to give the slightest warning of their approach, and several times of late I have been within an ace of accident through the foolishness to some of these people when I have been driving a car without this most essential fitting. If only drivers would remember that the overtaken has a right to some sort of warning of their intention to pass, there would be fewer narrow escapes and fewer complaints of inconsiderate driving.—W. WHITTALL.

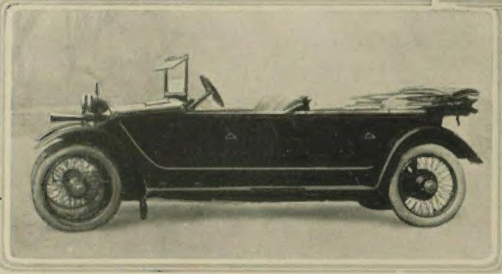


IN BOMBAY: A 12-H.P. TALBOT PASSING THROUGH ONE OF THE PRINCIPAL STREETS.

The photograph shows the striking architecture of some of the Oriental bazars.

fittings and notions which make for comfort when touring, but these are so much a matter for the individual to choose for himself that no common rule can be laid down, particularly as in this matter it is very true that what is meat to one is poison to another. As I have said, if the motorist who intends to tour extensively will equip his car according to the outline I have given, I think I can promise him satisfaction, unless, indeed, his star of bad luck should be in the ascendant.

There is one accessory upon which I would lay stress as amongst the most



FITTED WITH THE PATENT CANTILEVER SUSPENSION: A 38-H.P. SIX-CYLINDER LANCHESTER FIVE-SEATED TOURING-CAR DE LUXE.

The patent Cantilever Suspension completely isolates the passenger from the shock of the most violent of wheel bumps.

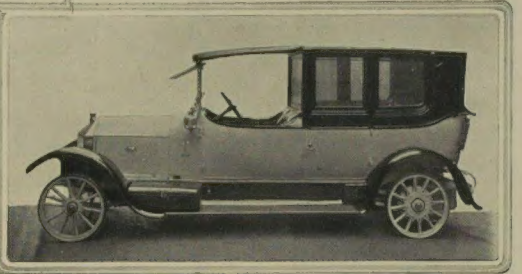
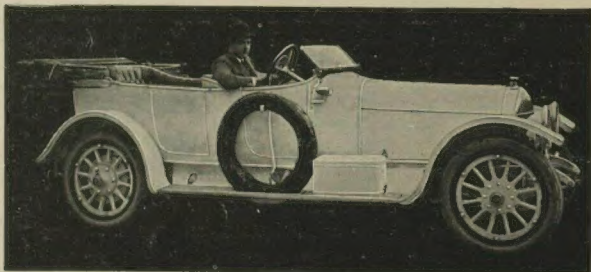


Photo. Archer.

FITTED WITH A VAN DEN PLAS CABRIOLET BODY: A 26-30 H.P. MÉTALLURGIQUE CAR.

The above car was recently supplied to Mr. R. W. Partridge, of Gloucester House, Park Lane.



40 H.P. 6-cylinder OAKLAND, fitted with English-built Torpedo Body.

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Also 3-Seater, **£285**

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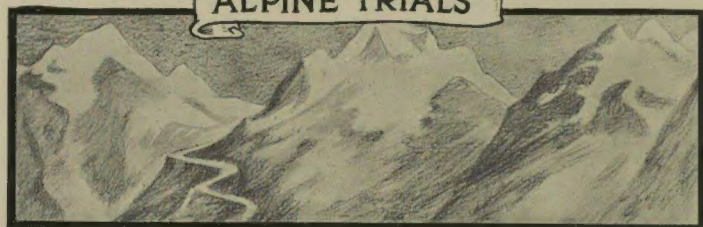
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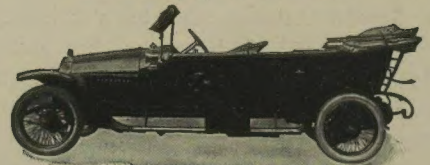
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